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TIME-TABLE.

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon ... dep.	6.41	9.15	10.28	12.00	1.18	4.34	5.27
Yanmat ... dep.	6.51	9.25	10.38	12.09	1.27	4.43	5.37
Shatin ... dep.	7.03	9.37	10.50	12.21	1.39	4.55	5.50
Taipei ... dep.	7.17	9.51	11.04	12.34	1.52	5.08	6.03
Taipei Market ... dep.	7.23	9.57	11.10	12.38	1.58	5.12	6.07
Fanning ... dep.	7.33	10.07	11.20	12.48	2.06	5.23	6.17
Shung Shui ... dep.	7.38	10.12	11.25	12.52	2.10	5.27	6.21
Shum Chun ... arr.	7.44	10.18	11.31	12.58	2.16	5.33	6.27

	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shum Chun ... dep.	7.22	8.06	10.37	11.40	2.58	4.36	5.13
Shung Shui ... dep.	7.29	8.13	10.44	11.47	3.05	4.44	5.19
Fanning ... dep.	7.33	8.18	10.48	11.51	3.10	4.49	5.23
Taipei Market ... dep.	7.43	8.29	10.58	12.02	3.21	5.01	5.53
Taipei ... dep.	7.47	8.34	11.02	12.07	3.27	5.08	5.57
Shatin ... dep.	8.00	8.47	11.16	12.21	3.40	5.23	6.04
Yanmat ... dep.	8.14	8.59	11.28	12.34	3.53	5.37	6.03
Kowloon ... arr.	8.23	9.09	11.36	12.42	4.01	5.45	6.10

	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Fanning ... dep.	7.45	11.20	2.30	6.30	Shatin ... dep.	8.30	10.15
Shatin ... arr.	8.40	12.25	2.35	7.15	Fanning ... arr.	7.25	11.10

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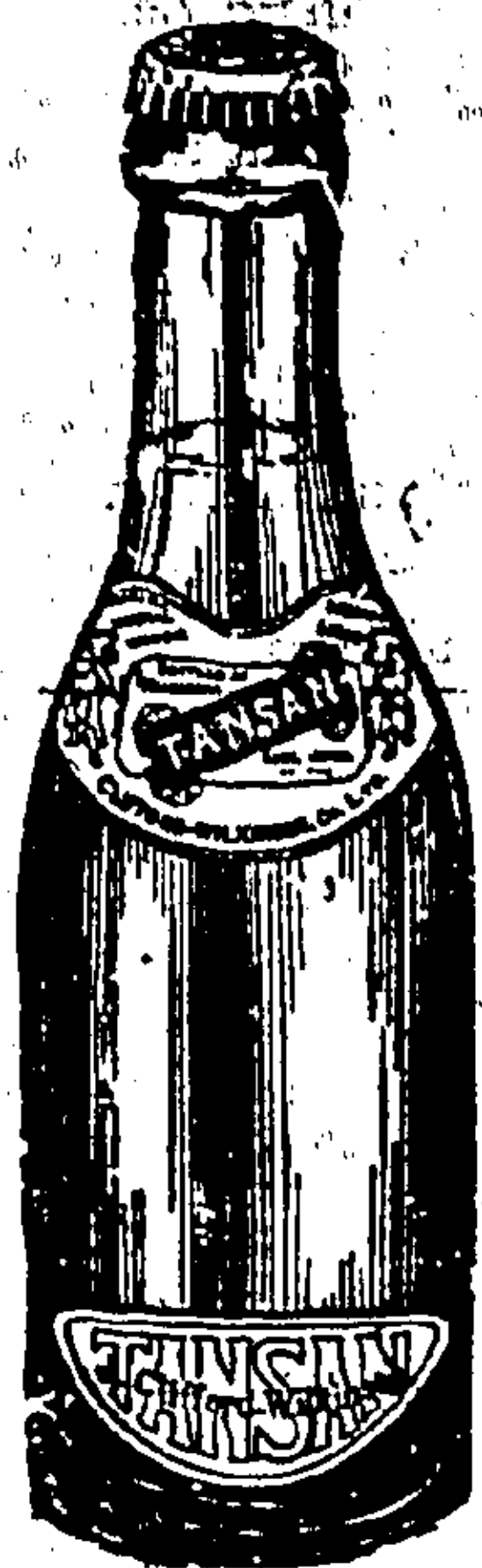
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THE DESERT MAIL.

For centuries since the dawn of life the oldest city in the world has stood on its little oasis, sheltered from the ocean winds by the height of Lebanon, guarded from the encroachment of the eastern desert by its ever-running streams of living water. For as many centuries have the long caravans of camels left on the long trail to some Mesopotamian city, first Kish, then Ur, then later Babylon, still later Seleucia, Ctesiphon, Bagdad. And still to-day the caravans leave Damascus, but their composition is not as of old. A new ship of the desert has appeared, stronger than the strongest camel, faster than the fastest steed, noisier and uglier than the most fearsome monsters that ever Sinbad met upon the sea. It has no legs, but four round wheels instead, and a hard, glossy surface that shines in the sun, and at night two great electric eyes that pierce the desert air as far as a man can see; and when annoyed it utters a loud, piercing sound, like an animal in pain, which causes the Bedouin shepherd to look up in amazement and his charge to scatter in all directions. It is not the work of God but of man, some say even of the devil; in Iraq they call it a "tromber," but in Syria, more plainly (for are they not more civilized in Syria?), an "automobile."

Work of man or jinn, it does its own job in the desert amazingly well. The old camel caravans took 25, 25, anything up to 30 days to cover the 300 odd miles of desert that divide Damascus from Bagdad; the new ship of the desert does the same journey regularly in 24 hours, some times even in 18. The desert is losing its terrors and its loneliness and becoming what it used to be of old—the highway of the world.

But although the desert motor service is no longer new, it is still with some sense of adventure that one sets out upon the ride. The cars in the caravan, which has become, in modern parlance, a "convoy," number two powerful eight-cylinder monsters, with touring bodies and special contrivances to give them extra strength for their trying duties. For motoring on desert tracks is no joke, especially with five or six persons aboard a single car, in addition to luggage, extra petrol, and his Majesty's mails. On this occasion the front car carries two drivers—the spare man taking charge of the wheel when required, and in the meanwhile occupying himself with keeping the rear car always in view—an Arab Bedouin guide, and two business men as passengers. The rear car has a driver and three passengers, two of them adventurous Australian ladies making the trip to Bagdad as part of the grand tour of the Middle East. The convoy service has evidently been carefully organized. Not only is all food and drink carried for the passengers, but careful arrangements are made for their safety and for the safety of the mails. These include, in addition to the Bedouin guide, spot lights on each car for signaling at night and (it is whispered in the bazaars) a handsome subsidy to certain sheikhs to ensure freedom from molestation in that world-out-of-the-world which lives in and by the desert.

The oasis upon which Damascus stands runs some distance to the east of the city and the first fifteen miles of the run are along a country road which, except for a stray early-morning camel passed now and then on its way to the Everlasting City, might be in England. As the sun begins to appear, the oasis is left with a startling suddenness, and we emerge on a stony plain, covered at intervals with the green weed that camels love so well and flanked on our left by a range of low hills. This scenery continues monotonously for many hours, for although the hills recede, other small ranges come into view to take their place, and it is almost midday before we reach the type of smooth, flat plain which is normally associated with the word "desert" in the popular mind.

About mid-day we meet the return convoy travelling from Bagdad to Damascus. The drivers report trouble owing to mud, which had caused them to make a detour and become slightly late on their schedule. One of the cars contains an elegantly dressed Russian lady, who is forced continually to stop the car owing to attacks of road-sickness, much to the annoyance of the driver. "Dumpher" is the sympathetic suggestion of a brother driver, for desert travelling is hard, and sensitive Russian ladies with delicate interiors are not welcomed. After lunching together we part from the other convoy, and not a soul do we see until we come upon the lights of Ramadi, the little town on the Euphrates which forms the western outpost of Mesopotamia. It is midnight when we reach the camp of the Royal Air Force, which hospitably opens its gates to the convoy and watches over it while the drivers sleep.

The remainder of the journey is easy going. Less than two hours' travelling brings us to Fallujah, the site of a well-known battle described in the pages of Xenophon, and (in more modern times) of a bridge of boats, by which we cross the Euphrates. We continue our journey across the desert country that lies between the two rivers, following the abandoned railway track built by the British in the war and later put out of use. An hour's journey brings us to Khun Nugah, where in 1920 that great English Orientalist, Colonel Leuchman was so treacherously murdered by Seika Dhari of the Zohra. Another hour of monotony and we see something golden glittering in the morning sun. We have sighted the golden domes of Khazmain, itself a suburb of Bagdad. Gradually we enter a cultivated countryside; green once more surrounds us, and along the whole horizon are belts of palm trees. Soon over them begin to appear the domes and minarets of an Eastern city. With startling suddenness we enter a region of railroad sidings and large buildings of corrugated iron. This, the driver explains, is the repair shop of the Iraq railways, that the ginny of the British Cotton-Growing Association. A pear-shaped cone erection appears before us; (Continued on next column.)

INTIMATIONS

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OVER HALF A CENTURY'S REPUTATION FOR THE
GREAT-HEARTED WIT OF HAROUN-AL-RASHID.
Thus, mingling ancient and modern, we
dive into the narrow lanes and there
slowly cross the great bridge of boats
named after General Maude. A moment
afterwards we come to rest at the door
of an hotel. A crowd of well-dressed
litterers surrounds the car, resplendent
in white summer suits and red fezzes;
passing drivers look at us curiously, for
the desert mail, although established long
enough to be a success, is still new
enough to be a novelty. Soon fussy
Custom officials surround us, and a gen-
tleman from the Post Office comes to
take charge of the bags. The desert mail
has landed.—Correspondent in the
Manchester Guardian.

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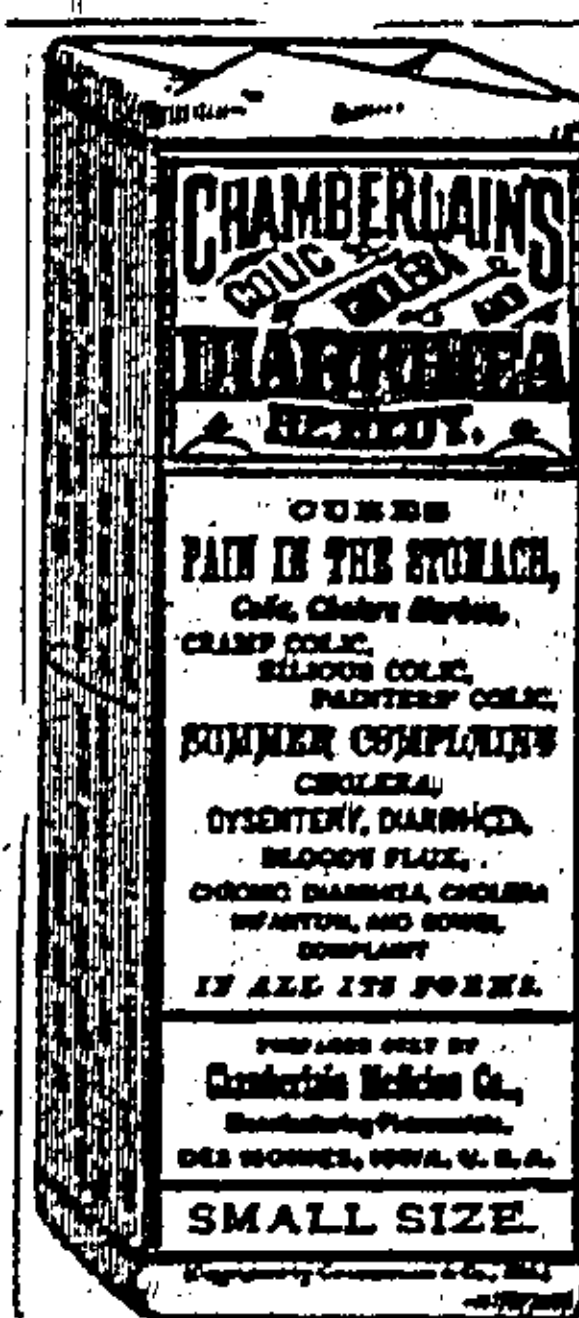
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EUPEPTIC ACTION.—This water appears to have a tonic action on the muscular of the stomach which tends to decrease gastric dilatation. This improves the appetite and the digestion.

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HONGKONG SHARE MARKET.

Messrs. Benjamin and Potts' weekly share report, dated Friday, September 26th, says:—

The September Settlement took place yesterday and passed off satisfactorily. With the exception of China Sugars there have been no changes of importance in the market, which continues quite firm.

Banks.—Hongkong and Shanghai Banks continue very steady with a few sales reported at \$1.195. The latest cable quotation from London is £130.10.0 (middle).

Marine and Fire Insurances.—Unions are offering at \$240 after sales at this rate. China Underwriters at \$13. Canteens at \$720, China Fires at \$130 and Hongkong Fires at \$600 continue in demand.

Shipping.—Hongkong, Canton & Macao Steamboats after having declined to \$40 are wanted at \$41. Star Ferries are asked for at \$102 and probably a higher rate would be paid. Douglas Steamships are obtainable at \$62. Union Waterboats are in request at \$104. Deferred Indos are unchanged at \$110 although the price in London has advanced to £.

Refineries.—China Sugars have come in for more enquiry and have advanced from \$105 to \$123. Malabona are on offer at \$44.

Oils and Mining.—Tromps are in demand at 44/- Benquets have lapsed to a nominal quotation of P.33. Langkats at Tls. 13 and Kailans at 70/- continue neglected. According to telegraphic advice from London there are sellers of Shells at 78/8.

Electric Companies.—Hongkong Trams have shown renewed strength and the price has advanced to \$43. China Lights are a shade easier and have been put through at \$27 (combined), \$20 for the old and \$13 for the new. Hongkong Electric is to be had at \$43.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have been done to a fair extent at \$178/179. Hongkong and Kowloon Wharves changed hands in the beginning of the week at \$210, but owing to a good deal of selling for the Settlement, they weakened to \$208. They are, however, stronger again and buyers are offering \$212 without bringing out any shares. Shanghai Docks have improved and have been sold to the North at Tls. 92. New Engineerings closed better at Tls. 63, while Hongkong Wharves have declined to Tls. 192.

Lands, Hotels and Buildings.—Hongkong Lands have displayed great buoyancy and have been booked to a fair extent up to \$115. Hongkong and Shanghai Hotels, after sales early in the week at \$22, have buyers at \$22, while the new shares have been more or less neglected. Humphreys Estates have come to business at \$23. Realty is enquired for at \$2.15.

Cotton Mills.—Ewos are in strong demand at Tls. 103, but it is difficult to find sellers. Shanghai Cottons at Tls. 92 mark a rise. Orientals are steady at Tls. 33.

Miscellaneous.—Green Island Cements (combined) have been dealt in at \$23 ex the interim dividend of 50 cents on the old and 3 cents on the new just paid. China Providents (old) have been taken off the market at \$107, and the new at \$51. Dairy Farms have further weakened and transactions have been made down to \$203. Sinceres have been taken at \$133, and continue in request. Watsons have been bought at \$26 and more are wanted at this rate. Lane, Crawford, have fetched \$183. There are buyers of Canton Lees at \$8. Peak Trams were booked at \$21, which shows an advance.

CINEMA NOTES.

THE WORLD THEATRE.

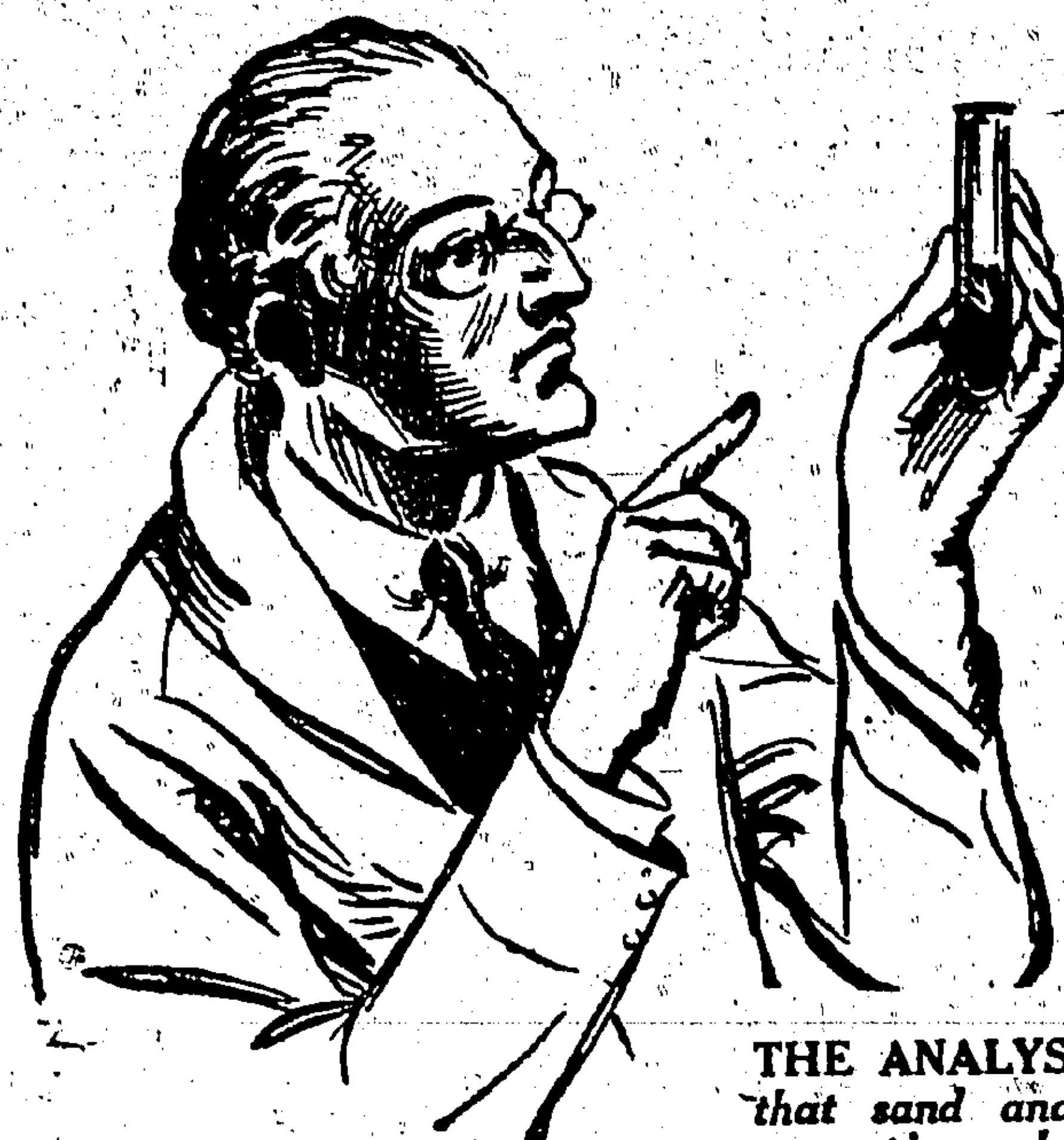
"Where is My Wandering Boy Tonight?" is a drama that hits straight to the heart of every human soul and is a big super-special photoplay of tears, smiles, pathos, joy and laughter. It drew big audiences while showing at the World Theatre during the last two nights and is praised by all who have seen it. To-day will be its final performance and cinema-goers are advised not to miss this beautiful and magnificent picture.

QUEEN'S THEATRE.

Hongkong cinema-goers do not need to be told what Viola Dana represents on the silent stage. There are some who would not dispute her claim to be the Screen Queen of Mirth but her talents do not lie solely in the direction of comedy. Her winsome smile has captured many admirers and her piquant mannerisms come as naturally that she is bound to shine in any light comedy-drama with a touch of melodrama here and there. In "The Five Dollar Baby" plenty of room is found for fun—fun of the kind which is neither vicious nor unnatural. "The Five Dollar Baby" opened to an enthusiastic audience at the Queen's Theatre last night and will be shown there during the week-end.

THE CORONET.

The new picture which comes to the Coronet Theatre this evening does not belie the promise of its name. "The West-bound Limited" is an exciting railway story as any cinema-goer could wish. Among its more breathless moments are the scenes where two screeching iron monsters rush at lightning speed head on toward destruction; a terrific duel to death takes place in the careening cab of the wild-running locomotive; a fearless horseman plunges to the bottom of the chasm in his effort to save his sweetheart; a furious forest fire sweeps hungrily on its career of death and destruction; and a breath-taking race occurs between two plunging screeching speeding iron monsters ploughing through the night. Needless to say with spectacular incidents like these for material, every nerve has been strained to make the fluting worthy of the theme.



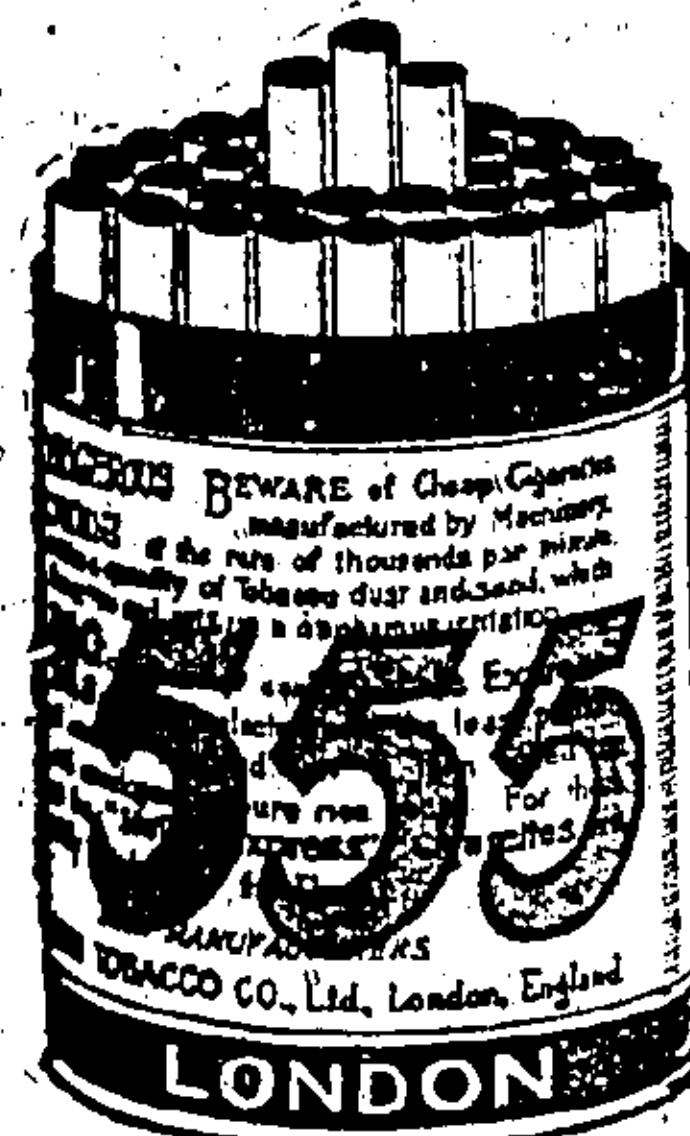
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The Knight motor is steam principle. The valves are two cylindrical sleeves with rectangular slots or ports which when they register with each other and the ports in the block allow the ingress and egress of the gases without obstruction. These wide open passages, particularly on the exhaust side, permit a more thorough cleaning of the burnt gases from the combustion chamber than any other type of motor, so that every ounce of energy available is utilized from the explosive mixture, which gives us such tremendous power.

2.—It has no valve to grind and no carbon to clean.

The combustion chamber is completely surrounded by water and an alloy piston noted for its great heat radiating qualities is used so neither the combustion chamber nor the head of the piston gets hot enough to bake the residue from the exposed gases to form carbon while there is still enough heat maintained to handle the explosive mixture effectively.

3.—It is the only type of motor that improves with use.

While carbon can not form in the combustion chamber, still a certain amount of the residue from the burnt gases works up behind the wide sealing ring in the cylinder head and, as this building in process obtains, it keeps pushing this sealing ring more tightly against the inner sleeve until it completely seals the compression-chamber developing more power with every mile the motor is drawn.

4.—It is the only type of motor that wears in while other wears out.

All parts in the Willys-Knight car are assembled with wide clearance between each other and oil is forced into these clearances under heavy pressure so that the entire assembly is lapping or wearing in on these heavy films of oil instead of wearing out. In other words, every bearing in this motor is an oil bearing instead of a metal to metal bearing which is necessary in the construction of a poppet valve motor in order to keep it quiet with subsequent quick wear and noise.

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OUR LONDON LETTER.

PUBLIC OPINION IN ENGLAND AND THE LONDON CONFERENCE.

SHOULD WOMEN DEVOTE THEMSELVES TO THE HOME?

[FROM OUR OWN CORRESPONDENT.]

LONDON, August 28th.

THE PRINCE DEPARTS.

Who would be a Royalty in these days when the fierce light of publicity beats upon every movement of the individual? There is no privacy whatever. The Prince of Wales's trip to his ranch has been written up in all the newspapers till it seems nothing more can be said on the subject. The *Berengaria* on which he made the trip across the Atlantic has been "photographed inside and out": the suite he occupied has been made familiar to everyone in the illustrated papers—his bed, his bath, his sittingroom, his books, the nature and colour of the furniture, till one knows all about it, in as much detail as one knows all about one's own more or less humble domicile.

I dare say it was the desire to escape from the glare of publicity that made the Prince of Wales decide to go aboard the *Berengaria* at four o'clock in the morning at Southampton. Accompanied by Prince George he climbed up the side by means of a rope ladder, and stepping on deck apologised to the officers on watch for making an appearance at that unconventional hour. Then he turned in, and kept to his cabin till the great liner was well out at sea. By all accounts the deck near where he had his quarters was thronged with passengers, mostly women and girls, anxious to catch a glimpse of him. And so it is all the time with a popular person born into the purple. It is next to an impossibility for them to lead a life free from the obtrusion of the crowd at home or abroad.

WHEN KING EDWARD WAS BORED.

Mr. Arnold White, who writes in *The Referee* every Sunday under the nom-de-plume of "Vanoos," refers to the death of Lord Knollys, and tells a very interesting story of King Edward. When the late King was Prince of Wales he sent a command invitation to Mr. White to dine at Marlborough House, but it was declined. A second invitation was also declined. Then the Prince sent for Mr. White and asked him point blank why he had refused to come. The answer was, "Sir, I could not accept an invitation to sit at your table until I was sure that you knew what I had written about you."

Mr. White then told the Prince that he had collected in a book a list of the occupations of His Royal Highness from January 1st to September 30th and had commented, "It is, for the most part, a list of the engagement of a man of leisure." Mr. White sent the book to the Prince at Cowes, and a Royal invitation to visit the Prince followed. The Prince himself met the journalist as the latter stepped aboard the yacht *Osborne*, and the first words he used were—"with a broad smile"—"You are a damned fool. Nobody else I know would have owned up."

Later on Lord Knollys wrote to Mr. White saying there were many things the Prince of Wales had to do which the outside world would call pleasure and amusements, but they were often anything but a source of pleasure to him, though his position demanded that every year he should go through a certain round of social duties "which constantly bore him to death." The present Prince of Wales would probably endorse what his grandfather said on this point.

MISS MARGARET BONDFIELD, M.P.

Miss Margaret Bondfield, M.P., the very able Labour woman who was the first of her sex to hold a Ministerial appointment, has let loose a storm of criticism about her devoted head. The other day she stated in the course of a lecture at the L.L.P. Conference, that women's really important work is and always would be in the home and not outside. She does not, of course, desire to bar women from engaging in business or in public life, but she is quite convinced that whatever else they may do the primary work of women in the community is to build up the family. A woman's influence as mother is of paramount consequence in shaping the moral and spiritual development of the race.

This pronouncement by one of the leading women in the political world has naturally brought the "feminists" up in arms. They are all for what they call the freedom of women. Any suggestion that women are better employed in their own homes instead of competing with men in the labour market in various callings and professions raises their ire. Miss Bondfield is, however, unperturbed by what they are saying about her, and sticks to her opinion—which she has reiterated in the course of Press interviews—that the guidance of the young is a mother's primary duty, and it ought not to be left to servants and others while the mother is away from home, performing this or that job under the mistaken view that her outside activities are more important, and are the sign of feminine freedom.

I am bound to say that, on the whole, judging by what appears in the newspapers, Miss Bondfield seems to have had the best of the argument. The public of this country always lean towards the idea that for a woman the care of the home—the promotion of the happiness of those around her in the domestic circle—is more worthy than any other form of personal service.

THAMES RIVER BOATS.

It has often been remarked by foreigners that London does not make right use of the Thames. Years ago there used to be a fleet of steamers plying between various points from Kew to Greenwich, and it was a real pleasure to take a trip on a summer's day. Besides it was a means of making a journey across Town to places parallel with the Thames. But on the plea that the service did not pay a majority on the London County Council carried a motion to dispose of the steamers, and the fleet was accordingly dispersed.

Now, as one result of having a Ministry of Transport favourable to making the best possible use of every means of travel in the Metropolis it is likely that a service of river craft will be restored. The plan is to make a start on the stretch of River between Hammersmith and Woolwich. Mr. Harry Gosling, the Minister of Transport, is really enthusiastic about it. There are to be motor boats capable of carrying about three hundred passengers apiece; and it is intended to provide facilities for refreshments at popular prices. The plan is devised to relieve the congestion in the main streets to some extent; and I believe it will succeed.

ADMIRAL BRIDGE.

One more of the gradually dwindling band of retired flag officers, who formed a link in the Navy between the old days of the Trafalgar traditions of service conditions and the present time, has gone with Admiral Sir Cyprian Bridge whose death is reported. He first went to sea in 1861, when the Navy was still under sail, and the guns were of the smooth bore type mounted on wooden carriages just as in the days of Nelson. Yet he lived to see the complete transition from sails to steam, and from Nelsonian gunnery to that which was employed in the Great War, in which he took a part.

It is recalled that when he was on the China station, as Commander-in-Chief over twenty years ago he perceived the danger from submarine warfare. Any way, he caused to be constructed targets representing the conning tower of a submarine, and had horizontal rudders fitted to make the target dive and come up again to the surface at the control of the towing ship. This was to train his officers and men in gunnery to meet the new menace that he believed was coming—a really wonderful sense of provision on the part of a man who, as a boy, had helped to fire round shot at the Russians in the Crimea.

LORD GREY OF FALLODON.

Announcement is just made that Lord Grey of Falloдон has retired from the Liberal leadership in the House of Lords; and in this way he slips out of public life with characteristic modesty. Although his eyesight is much improved, this being the reason for his temporary retirement from politics some few years ago, when he was threatened with complete blindness, he has to exercise great care and dare not subject his sight to any severe strain.

But Lord Grey has always had numerous private sources of interest, and the break from public life will not mean the wrench that it would do in the case of some of his contemporaries. He is, of course, a great lover of Nature, and is one of the best authorities in the country on bird life. Next to this branch of study he loves fly-fishing, and his book on the subject is a classic. As a statesman his name will always be connected with his effort to avert the Great War in the momentous days of 1914—a hopeless task, as it now seems, seeing that Germany's rulers had already made up their minds to precipitate the catastrophe.

LORD BEAUCHAMPEL.

Lord Grey of Falloдон is to be succeeded as Liberal leader in the Lords by Lord Beauchamp. He is very like Lord Curzon as a model of deportment, a possessor of a certain stateliness of manner, great ability, and intimately acquainted with the management of public business in its higher branches. He is Warden of the Cinque Ports, and has held many important offices.

THE REPARATIONS AGREEMENT.

With the exception of a few papers the agreement just concluded in regard to German Reparations, to which the German delegates have set their hands at the London Conference, has met with a good reception. There are people who affect to believe that Germany should never be allowed to rise from the dust; they are unable to grasp the fact that peace in Europe is impossible, and all chance of European restoration in an economic sense is equally impossible, unless the Germans are admitted into ordinary international relationship again.

This is what the agreement in effect will bring to pass. The essential points of this historic instrument may be summarised as follows:—

Current stability: full economic and fiscal sovereignty for Germans in German territory: fixation of Peace Treaty charges.

Two transitional years: then payment to the Entente Powers of about 87½ millions annually in sterling; this sum to be increased to 125 millions annually.

External loan to Germany of 40 millions sterling.

Modified military régime in the Ruhr: complete evacuation in one year.

The external loan which it is expected will be raised in London and New York will set Germany on her feet. There is a lot of loose talk that the loan ought never to be given by the victors to the vanquished; but really the Allies cannot help themselves. Germany is very much like a debtor who owes heavily to a creditor, who must find enough capital to keep the debtor going as the only means of averting complete disaster and losing everything.

(Continued on next Column.)

FOOTBALL.

SCORING FROM A CORNER KICK.

SPENDING UP THE GAME.

In Association football this season it will be possible to score direct from a corner kick. Under the old rule it was necessary for the ball to touch a second player before a goal could be scored. In future a goal will be registered if the ball goes into the net direct from the corner kick.

The recent decisions of the International Board on the interpretation of the laws, if judiciously put in force by referees, should improve and quicken the game.

Last season many referees sounded the whistle whenever a player was found to be off-side, without troubling to note his position in respect of the actual play at the moment. With a view to obviating these unnecessary stoppages, the following official decision has been appended to Law 6:—

It is not a breach of the law for a player to be in an off-side position, but only when in that position he interferes with an opponent or with the play. If a player who is in an off-side position advances towards an opponent or the ball, and in so doing causes the play to be affected, he should be penalised.

GOALKEEPERS REWARD.

The second decision concerns the interruptions caused by minor injuries to players, which have vastly increased of recent years, notably in professional games. A slight mishap to a player caused the game to be stopped and the trainer to be summoned. Referees will now have to carry out the following new decision on Law 13:—

If in the opinion of the referee a player has been seriously injured the game shall be stopped, the player at once removed from the field of play, and the game resumed. If a player is slightly injured the game shall not be stopped until the ball has ceased to be in play.

A further decision on Law 13 has been framed to prevent the unseemly mobbing of referees by players who disagree with decisions of the presiding official. Excitable goalkeepers who rush into mid-field and seize the referee by the shoulders will in future be ordered off if the referee does his duty.

The decision of the board reads as follows:—

A player may inquire from a referee as to his decision, but is not entitled by word or action to show dissent from any such decision. A referee is required to treat the breach of this instruction as ungentlemanly behaviour.

All these decisions will be welcomed by followers of the game as calculated to improve the play by eliminating irritating delays. It remains for the referees to put them in force in the proper spirit and with due discretion. —*Daily Mail*.

LOCAL SPORT.

FOOTBALL.

A QUEEN'S COLLEGE MATCH.

The following will represent the Queen's College Past Pupils in a football match against the Masters and Pupils of Queen's College at the College ground at Causeway Bay to-day:—Y. Hachiuma, Lo Fung Cheung, A. G. Mahomed, S. A. Ismail, Y. M. Adal, Y. A. Wahab, Lai Siu Lun, Ip Kau, E. Ali Moosdeen, A. A. Rujah, J. S. A. Curram. Reserves: S. Ohsuka and A. Butt.

RECENT FLYING DISASTERS.

STATEMENT BY AIR MINISTRY.

Replying to recent criticisms of the Air Force, in connection with flying accidents, the Air Ministry in a statement admits that the number of accidents in 1924 has increased, compared with 1923 and 1922, but points out the increase in the size of the force, while the average amount of flying of each pilot has increased by nearly 100 per cent. The ratio of machine hours flown in the year ending June, 1923, to the number of fatal accidents showed an increase of 47 per cent., compared with the previous year. This increased to 54 per cent. in the year ending June, 1924.

QUESTION OF THE RUHR.

On the question of the French occupation of the Ruhr, the opinion here is that that region ought to have been evacuated at once. There is not a single plausible argument for the retention of French troops in the Ruhr, now that practical effect is to be given to the Dawes Report. The British point of view has always been that the occupation was illegal—an infringement of the Treaty—and as both the French and the German Governments have accepted the Dawes Report it is no longer possible for the French to pretend that Germany is still in default. The last vestige of justification for the occupation is legally and logically gone.

The French, however, are to remain for a year longer; and on this point there are two things worth noting. The occupation of the Ruhr was never mentioned during the London Conference; indeed it was expressly excluded from consideration. But if it was not referred to round the table it was discussed in the lobbies, and as a matter of fact it could not be kept out of discussion seeing that so much hinged upon the question. The other point is that in this matter of the Ruhr the French Government has been driven by French industrialists, who want Ruhr coal for smelting French iron, their own coal being no good for the purpose. This fact gives the clue to French policy. —*H.B.*

COURT OF ENQUIRY.

THE STRANDING OF THE S.S. "TECUMSEH."

The Court of Enquiry, which is to be held at the Harbour Office on Monday next to enquire into the circumstances surrounding the stranding of the s.s. *Tecumseh* on Cust Rocks recently, will be composed of the following members:—President—Lieut.-Comdr. G. F. Hole, R.N., Harbour Master and Marine Magistrate.

Lieut.-Comdr. C. R. H. Harvey, C.B.E., R.N., Superintendent R.N. Chart Depot, H.M. Dockyard.

Capt. A. J. Holland, Marine Superintendent, C.P.S.S. Co. in Hongkong.

Capt. H. L. Leaman, Master of the s.s. *Southwestern Miller*.

Capt. A. D. Kelman, Master of the s.s. *Himang*.

A FELONIOUS DEMAND.

SHOP FOKS FINED.

At the Kowloon Magistracy yesterday morning, before Mr. E. W. Hamilton, three Chinese shop coolies pleaded not guilty, when charged with: (1) feloniously demanding \$20 from a woman named Cheng Sze Kiu, with intent to steal the same at No. 43, Lower Sha Po Village, Kowloon City, on September 24th; (2) unlawfully assaulting the complainant.

It was stated by complainant that the first defendant at one time lived with her, but he had turned her out. The other night he brought the second and third defendants to her house in Sha Po Village. He demanded \$20. She said she had no money to pay. First defendant then said "What about the bangles?" She replied that she had not got any. First defendant then struck her. The second defendant incited him to do so as she would not hand over the money asked.

The principal tenant deposed that the first defendant demanded money from the complainant, and said, that after asking "What about the bangles?" he hit her. The first defendant admitted that this was more or less what happened. He did not mean to hit her in the eye. The other two defendants were his friends.

First defendant was ordered to pay a fine of \$25, or, in default, undergo one month's hard labour; the second defendant was fined \$10 or two weeks' hard labour. The third defendant was cautioned and bound over to keep the peace in a personal bond of \$50 for six months.

THE PHILIPPINES AND PROHIBITION.

VOLSTEAD LAW INAPPLICABLE TO PHILIPPINES.

The *Manila Times* of the 22nd inst., says:—

Governor-General Wood to-day called the War Department requesting that it acquiesce in the American Consul-General at Hongkong of its decision to the effect that neither the 18th Amendment nor the Volstead law are applicable to the Philippines. The Department's decision was handed down in October, 1922.

Prompt correction of the misunderstanding, is asked by the Chief Executive. The 18th Amendment is not applicable to the islands because they are not a regular organized territory of the United States. The Volstead law cannot be extended here because it does not specifically mention the islands.

Collector of Customs Alden said this morning that a quantity of liquor coming on foreign vessels will be admitted into the islands without any requisite except the ordinary bill of lading. If a vessel has no bill of health from the last port of call, he said, quarantine officers here may recommend a fine of not more than P2,000 as provided in the administrative code. The inference was, however, that only a nominal fine would be imposed.

It was learned at the Custom House that the steamship *Theleus* brought in a considerable quantity of brandy and whiskey from Glasgow, the unloading of the cargo having been made in the ordinary manner. The steamship *Knowerley Hall* which came in this morning had 75 cases of gin on board, it was learned at the Custom House. The vessel came from New York via Newport News, Port Said, Sabang and Singapore.

The two instances can not be considered as test cases because the ships were on the way to the Philippines from other ports before the ruling of the American Consul-General at Hongkong was handed down, it is said. "Manila will never be dry," assured Customs people this morning. Vessels coming from England and the United States passing through Singapore are expected to bring their usual cargo of booze, they said.

ALL BREECHED ALIKE.

NO MORE FANCY CUTS FOR SUBALTERNES.

Good news for military tailors, and corresponding depression for fastidious subalterns, says a London paper, is contained in an Army Order ordaining that all officers of dismounted services, except those of killed regiments, shall henceforth wear a uniform type of breeches. The order gives minute directions as to the cut, material, buttons and holes, seams, pockets, buckles, straps, and even linings of the new garments.

In future the "frog" will be worn attached to the belt, whether the wearer carries a sword or not.

HONGKONG ST. ANDREW'S SOCIETY.

ANNUAL MEETING.

MR. J. REID ELECTED PRESIDENT.

The annual meeting of the St. Andrew's Society was held last evening in the City Hall, Hongkong. In the absence of the President (Mr. R. Sutherland) Mr. J. Reid presided. After Mr. A. Ritchie, acting Hon. Secretary, had read the minutes of the last meeting.

The CHAIRMAN said the statement of accounts showed that the financial position of the Society was very satisfactory indeed. There was a balance of \$2,926.70, which was more than \$400 over that of last year. The ball held on St. Andrew's Day was a very successful function, the success of the event being largely due to Mr. Sutherland, their President. He was a tower of strength at this and other functions during the year. The Committee deeply regretted having to record the deaths of the Hon. Mr. A. G. Stephen (a Past President), Messrs. Wm. Armstrong, S. B. Ross, William Stewart, P. Shaw, W. Budge, B. Hutchison, W. Y. Henderson and John Lennox.

Referring to the death of Mr. Stephen, the Chairman said he had been a true Scotsman. With regard to Mr. William Armstrong he had known that gentleman for many years, and would always remember his kindly nature and enthusiasm for the Society.

During the year 76 new members joined the Society, and the Chairman hoped that members would give their assistance by bringing forward new names. The increase was very encouraging, and he hoped it would continue. It had been suggested that retiring members who wanted their names to remain on the list must pay the usual fee of \$25. It had been decided that the names of only those who pay subscriptions appear on the list.

THE SCOTTISH VOLUNTEER COMPANY.

The CHAIRMAN then referred to the Scottish Volunteer Company, which, he said, bade fair to become head of the sections in Hongkong. He hoped that all who could possibly join would come forward, and bring the number up to 150. There was a good turnout at the previous night at Quarry Bay, 76 being present. Everyone voted it a first class success, and it was hoped to have another soon.

The CHAIRMAN then proposed the adoption of the report, and Mr. B. Wylie seconded. The motion was carried unanimously.

ELECTION OF OFFICERS.

Mr. J. W. C. Bonnar proposed the election of Mr. J. Reid as President. Mr. J. Reid, he said, was an active man in the Society, and had done everything he could to promote the welfare of fellow Scotsmen. (Applause.)

Mr. R. M. Dyer seconded, amid renewed applause.

Mr. Reid said his thanks were from the bottom of his heart, for it was, in his opinion, the highest honour any Scotsman could obtain in the Colony.

The PRESIDENT then proposed that Dr. G. B. R. Black be appointed Vice-President, saying that he had known Dr. Black for nearly 17 years, and he had been a very good friend in family and other ways.

Mr. J. B. Ross seconded the motion, saying: "Dr. Black comes of good Highland stock, from up Oban way, and has that charm of manner which makes a true Highlander loved by everyone. The description of the Highlander given by Sir Walter Scott in his books is no longer true, and a Highlander is not looked upon as a robber now-a-days unless he happens to be a Banker. (Applause.) Dr. Black's interest in Scottish affairs in the Colony has been referred to by the President. We of the Scottish Company deeply appreciate the keen interest he takes in us, and I feel that, in seconding the proposal, I am voicing the wish of the Scottish Company. (Applause.)"

The proposal was carried unanimously. Dr. Black thanked the meeting for the honour they had conferred upon him, and said he deeply appreciated it.

The appointment of Honorary Secretary was next of the list, and the Chairman said ill health had prevented Mr. D. K. Blair from working for the Society in the capacity of Hon. Secretary as he might wish, but he was pleased to announce that their ex-secretary was doing quite well, and talked of coming out here sometime. Mr. Blair was an ideal secretary. No matter what the officials thought, he put them right. (Applause.)

Mr. E. Ritchie had been carrying on those duties, since Mr. Blair went, and though not quite just so well as Mr. Blair, was doing things in a very creditable manner. He was sure Mr. Ritchie would be willing to act for the ensuing year.

Mr. G. M. Young seconded, and Mr. Ritchie was unanimously elected Hon. Secretary.

Mr. Reid said his thanks were due to Mr. T. S. B. Nicoll for his services as Hon. Treasurer during the past year, and also to Mr. B. L. Moncrieff for auditing the figures. Mr. Nicoll, however, was expecting to go home, and Mr. T. W. Clark, of the Hongkong and Shanghai Bank, was prepared to take over the duties. He proposed his election.

Mr. T. Talbot seconded, and this was carried unanimously.

(Continued on next Column.)

CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.]

COMMERCIAL GUILDS REPUDIATE DR. SUN.

The united Commercial Guilds of Kwangtung, in a statement published September 24th, publicly advised the overseas Chinese to cease supporting Dr. Sun Yat Sen, whose recent repudiation of his Bolshevistic tendency has failed to make any impression whatever. The Guilds strongly denounced his policy and works of confiscation, devastation, pressing of men into involuntary military service, and persecuting fellow provincials opposing his political acts or disobeying his illegal and oppressive measures as rebels. The Guilds particularly mentioned the recent unlawful seizure of a consignment of arms which the Canton Merchants Volunteers had legally imported for self-defense, and also the wanton attempt of Dr. Sun to bombard the city of Canton upon the demand of the merchants for the return of their arms. The Guilds believed that Dr. Sun Yat Sen would undoubtedly have carried out his evil design, had it not been for the intervention of the Consular Body in Canton and the British Naval Authorities on humanitarian grounds.

Referring to the recent announcement of Dr. Sun regarding his non-interference with the desire of the Cantonese for self-government, the Guilds wished to make it known to all, especially to overseas Chinese, that no sooner was this announcement made than Dr. Sun appointed as acting Mayor of Canton, to succeed his son, General Li Fock Lum, who is described as "a former bandit-chief, both by record and experience, utterly unfitted for the position."

The Guilds, according to their statement, have withdrawn all voluntary relationship with Dr. Sun Yat Sen's Kuomintang Government, stating that the few communists forcibly holding the several public organization buildings and guild-halls are no longer competent to speak on behalf of the people or the several guilds they claim to represent.

REPUDIATION BY CANTON GENTRY.

The Committee of Canton Gentry representing citizens of the 96 districts of the Province of Kwangtung, China, meeting in Fushan, has authorized its secretary, Mr. Huang Han Ying, to make the following statement:

"The Kuomintang Government in Canton, with Dr. Sun Yat Sen as the President, irregularly constituted, has never been formally recognized at home or abroad. It has long deprived itself of

the one-time tolerated privilege of trying to assist the people in their aspiration for democracy by itself indulging in acts of oppression and devastation, including the wanton threat to bombard the defenceless capital of the Kwangtung Province on the pretext of suppressing a rebellion which has never existed."

Dr. Sun Yat Sen, self-styled President of China in Canton, as head of an irregularly constituted government without even the support of the sentiment and goodwill of the local people, is incompetent to speak on behalf of the people of South China who, the Committee of the Gentry in Kwangtung honestly believe, are most friendly to all foreign nations enjoying regular commercial and treaty relations with China."

"There is no rebellion in Canton as Dr. Sun Yat Sen has tried to misrepresent to the world, except that of Dr. Sun himself and his clique which has been responsible for the present reign of terror in South China and which the righteous forces of the people are being asked to suppress."

"While considering foreign interventions which would jeopardize the honour and sovereignty of China unnecessary and inadvisable, the people in South China deserve every moral and lawful support in their proposed action to forcibly suppress a clique which is not only disturbing local peace and order but also the long established helpful relationship between China and other Nations."

ST. ANDREW'S DAY CELEBRATION.

The next item of business was the election of a Committee, and while the members were voting on the matter, the Chairman raised the question as to the way St. Andrew's Day should be celebrated this year. He proposed that the usual Ball be held on Friday, November 28th, St. Andrew's Day fall on a Sunday, and he thought the previous Friday quite a suitable date. On the following Sunday there would be a Church parade by the Scottish Company, held for the second time last year. Mr. Ross had assured him that this would be followed by refreshments taken in the Volunteer Headquarters. He asked them all to attend.

The Rev. J. Kirk Macdonald said they would be willing and proud to welcome members and their friends. He understood last year that the idea was to hold the church parade on the Sunday nearest the Day itself. He thought the day suggested quite a suitable date.

The Chairman thanked him for expressing his views and said they would all do their best to be there.

The dates were agreed upon. Mr. Reid said it had been suggested that a date should be fixed later for an Old Scottish Concert, to be given by the Scottish Company. (Applause.) There was a great deal of talent among them.

The following Committee was appointed: Messrs. A. K. Henderson, J. R. Ross, D. Templeton, B. Wylie, and D. Gow.

VICTORIA RECREATION CLUB ANNUAL MEETING.

RE-ORGANISING THE CLUB'S FINANCES.

KORE ROWERS TO VISIT HONGKONG.

The annual meeting of the Victoria Recreation Club was held at the Club House last evening, Sir Claud Severn, President of the Club, presiding. Practically all the members of the General Committee were present and about 25 members.

The CHAIRMAN, in proposing the adoption of the report and accounts, apologised for the late date for which the meeting was held and explained that this was due to the General Committee appointing a small Finance Committee to investigate a number of irregularities which had arisen from various causes which he would go into later.

The year had been a most successful one in every way as regards the work of the sub-committees of the Club and they were most grateful to those gentlemen who had served on these sub-committees for their work which had enabled the Victoria Recreation Club to maintain its reputation as a Club that took the lead in various forms of sport in the Colony other than cricket and football. (Applause.)

Referring to the accounts, the Chairman drew the attention of members to the item, Accounts Receivable, \$15,783, stating that it was a larger sum than they ever had before. In this connection it had been necessary to appoint a small finance committee consisting of Messrs. J. Smith, Hyndman, J. Stewart and A. McKirdy to go into the matter. He felt sure they were all very grateful to these gentlemen for the very large amount of trouble they had taken to investigate these irregularities which had been going on for some time past. The general committee had also met for a considerable time recently to receive the reports of this finance committee and to discuss the future conduct of the Club in order that such irregularities might not occur again.

REALLY A PROSPEROUS CLUB.

"I may say at once," continued the Chairman, "that the Club, if ordinary care is taken to see that the rules are followed, should be an extremely prosperous one. We should have a very handsome balance every year with which we could effect many improvements and create a very good reserve fund, and I hope that is going to be the case in future; but I do not wish to deal with the future but with the past, and though we, as a Committee, do not appear before you clothed in white as a sign of repentance, we do appear as a Committee to ask that every member should realize that the Committee cannot be held personally responsible for the accounts of every member. The real responsibility for the present state of affairs lies with those members who attended a meeting held in this Club two years ago and voted against my proposal for the introduction of a cash system. If that system had been introduced we should not now have had this item, 'Accounts Receivable, \$15,000 odd.'"

The Chairman went on to say that this sum of money was owing at the end of last year and since then a great deal of it had been collected. He went on to refer to the Club's bad debts, amounting to \$3,017, which was mainly due to the peculiar interpretation of the rule regarding the entrance of new members. In the near future an amendment of this particular rule would be brought forward so as to make it the same as that operating in other clubs. Proposals for the amendment of other rules which had become obsolete and unworkable, would also be brought forward.

The Hon. TREASURER explained that it was hoped to collect most of the money due in the near future.

The CHAIRMAN referred to the services rendered to the Club by Mr. A. A. Alves as Hon. Treasurer for a number of years. Mr. Alves had served the Club well but he did not have the time to go into its financial details as closely as any Club like the V.R.C. demanded. As a result of this they had decided to engage a firm of accountants to be Treasurers of the Club. They had also been able to obtain the services of Mr. May, who was well known to Club members, as Steward, and who had been an enormous help to the Club since he took up his duties less than two months ago. (Applause.)

They all felt that the presence of Mr. May, who came to the Club for a part of every day, meant that the Club affairs would be watched most carefully. He thought that now that the Club had passed through rather difficult waters that they would embark on a new era when accounts would be rendered at proper times according to the rules of the Club.

The CHAIRMAN thanked Mr. Alves for his services to the Club and went on to say that a meeting would be called at a later date when he hoped to bring forward a proposal for the adoption of the cash system, a system which meant that the Club would have no bad debts.

(Continued on next Column.)

ALLEGED FRAUD.

SOLICITORS' CLERKS AGAIN BEFORE THE COURT.

At the Central Magistracy, yesterday, the case was again mentioned in which Lo Shu-fan and Cheung Pui-chun, alias Charles Kent, are charged with forgery and conspiracy, when Mr. M. K. Lo for the prosecution asked for another week's remand, stating that the case was a very complicated one.

Mr. E. Davidson, for the defendants, said that in view of the further application for a remand he would apply for a reduction of the bond for the defendants to \$100 each, to be given on their own recognizances. If the prosecution was unable to proceed with the case on its coming up again next week, he would ask his Worship to discharge the defendants.

Mr. Lo said he could only say that this charge was not being frivolously brought. He should imagine that one week was sufficient to prepare his case. Since the defendants had found a personal bond and they were out, he thought any further reduction unnecessary, but would leave the matter in his Worship's hands. He should imagine that the charges were of such a nature that in ordinary circumstances a \$100 bond on the defendants' own recognizances would be inadequate.

Mr. Davidson said that he had given the Court repeated assurances, in the defendants' own interests they should be given this \$100 bond on their own recognizances.

His Worship reduced the bail to a bond of \$500 and security for each.

The previous bail was fixed at \$5,000 for each defendant.

The case was remanded for another week.

THE ABERDEEN ALLEGED MURDER.

CHINESE CHARGED.

Following upon the alleged murder by armed robbers of a boat woman at Aberdeen, a Chinese, who was arrested shortly after the affair, was charged at the Central Magistracy yesterday with murder.

Outlining the case, Detective Inspector Eamer said that when the woman was attacked on her boat by robbers her cries attracted a number of boat-people to the spot. The defendant was seen to swim a short distance from the boat and he was hemmed in by a number of hawkers' boats and kept there until the police arrived. When arrested he was clinging to the rudder of a boat. It was not known whether the other man, who was alleged to have been concerned with the defendant in the case, was drowned when both took to the water in consequence of an alarm being raised.

The Magistrate (Mr. Lindsell) formally remanded the defendant for one week.

A VISIT FROM KORE.

The activities of the Club, apart from its finance, had been extremely well-run and in this connection he would like to thank the Hon. Secretary (Mr. R. C. Mitchell) for the hard work carried out throughout the year. He wished to express his regret that the Interport swimmers from Shanghai were unable to pay a visit this year. The annual aquatic sports were to be held next week and he hoped they would be a great success. The annual regatta was also to be held in November. Invitations for the regatta had been sent out to various ports and a reply had been received from the Kobe Rowing Club accepting the invitation. (Applause.)

He proposed the adoption of the report and accounts.

Mr. JAMES SMITH, Hon. Treasurer, seconded the proposal and made a brief statement as to the present financial state of the Club, remarking that the Finance Committee had now got the accounts into some thing like ship-shape order, which was to be seen from the fact that accounts payable had been considerably reduced, since the publication of the balance sheet.

The adoption of the report and accounts was carried unanimously.

ELECTION OF OFFICIALS.

On the motion of Mr. R. C. MITCHELL, seconded by Mr. A. McKirdy, Sir Claud Severn was elected President of the Club, the motion being carried with applause.

Sir Claud briefly replied, stating that he had now been President of the Club for seven years. It had always been a pleasure to work for the Club, though the last year's working had been slightly tinged with regrets, but he hoped that by the time of the next annual meeting came round everything would be satisfactory.

Mr. R. C. Mitchell was re-elected Hon. Secretary and Mr. J. Smith, Hon. Treasurer.

General Committee.—Messrs. J. Stewart, W. Logan, A. McKirdy, A. A. Alves, A. Silva-Netto, R. H. B. Mitchell, G. W. Burnett, the Rev. G. T. Waldegrave and Mr. C. J. Cooke.

This was all the principal business before the meeting.

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Finest Staffordshire Semi-Porcelain with a perfect China finish. A full range in stock

Dinner Services

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\$65.00

(72 pieces)

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\$35.00

(38 pieces)

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\$25.00

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4 Stock Patterns. Any quantity supplied.

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the Kiddies'

Parties.

HARDWARE DEPARTMENT

LANE, CRAWFORD, LTD.

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GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

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GENERAL MANAGERS.

HONGKONG.

COLUMBIA NEW-PROCESS RECORDS

"TO JULIA" (Song Cycle)

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| D1460 | No. 1. THE BRACELET | ... | HUBERT ENDBALL, TENOR |
| | (a) MAIDEN'S BLUSH, | ... | " |
| | (b) JULIA'S HAIR | ... | " |
| D1461 | No. 3. TO DAISES | ... | " |
| | No. 4. THE NIGHT | ... | " |
| D1462 | No. 5. (a) INTERLUDE, (b) CHERRY BIFE | ... | " |
| | (GO LOVELY ROSE | ... | " |

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Carpets.

Curtains

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We invite You to inspect.

NEW ADVERTISEMENTS

NEW YORK FREIGHT BUREAU.
FREIGHT TARIFF No. 4 Has Now Been
ISSUED and Copies may be Obtained
on Application to—
J. M. GORDON,
Secretary,
1301] King's Building, 2nd Floor.

HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING
will be held in the Pavilion on MON-
DAY, 6th OCTOBER, 1924, at 3.30 P.M.

NOTICE IS HEREBY GIVEN that on
MONDAY, the 6th day of OCTOBER, 1924,
immediately after the holding of the General
Meeting, A DRAWING for the Redemption of
Forty (40) Debentures will be held.
The Numbers of Debentures Drawn will be
published in the *Hongkong Government Gazette*,
and the local Newspapers, and holders of Drawn
Debentures may, upon giving notice to the
Treasurers within the 8 Months' Notice to
which they are entitled, apply on the 31st
OCTOBER, 1924, to the Treasurers, Messrs.
FRANK SMITH, SMITH & FRANKING, for Payment
of the Principal and Interest to the 31st
October, 1924.

By Order of the Committee,
L. S. GREENEILL,
Hon. Secretary.

1300]

NOTICE.

CITY AND HILL DISTRICT
WATERWORKS.

IT IS HEREBY NOTIFIED that, owing
to Alterations to the Supply Mains, the
Supply of Water in the 600 ft. and 750 ft. Zones
will be CUT OFF Between the Hours of 9 P.M.
on SATURDAY, the 27th, and 6 A.M. on
SUNDAY, the 28th INSTANT.
These Zones include CONNOR ROAD, QUEEN'S
GARDEN, PEAK ROAD, ROBINSON ROAD and
MOSQUE STREET.

HAROLD T. GREASY,
Water Authority.

Public Works Department,
Hongkong, 25th September, 1924. [1297]

EX-ACTIVE SERVICE MEN'S
ASSOCIATION (1914-1918).

EASMA BEACH.

THE LAUNCH for the BATHING
BEACH will leave Bluff Pier as usual
at 4.00 P.M. on SATURDAY and SUNDAY,
27th and 28th INSTANT. After the Latter Date
the Launch will Not Run and the Beach will
be Closed for this Season.

T. N. MACREYNOLDS,
Hon. Secretary.

NOTICE TO CONSIGNEES.

AMERICAN AND ORIENTAL
" LINE.

FROM NEW YORK.

THE Motor Vessel
"GLENBANK"
having arrived, Consignees of Cargo by her are
informed that all Goods are being landed at their
risk into the Godowns and/or extra-hazardous
Godowns of Hongkong and Kowloon Wharf
and Godown Co., Ltd., whence delivery may be
obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after 2nd October, 1924, will
be subject to Rent.

All Claims against the Steamer must be pre-
sented to the Underwriter on or before 9th
October, 1924, or they will not be recognized.
All broken, chafed and damaged Goods
must be left in the Godowns, where they will
be examined on 2nd October, 1924, at 10.00 A.M.
No Fire Insurance has been effected.

Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
General Agents,
Hongkong, 26th September, 1924. [1299]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
CO., LTD.

CONSIGNEES per Company's Steamer
"ALBA"
are hereby notified that the Cargo will be dis-
charged into Holt's Wharf, Kowloon, where it
will be at Consignees' risk and subject to
Terms and Conditions of Storage at Holt's
Wharf. The Cargo will be ready for delivery
from Godown on and after 26th September.
Optional Cargo will be landed, unless Notice
has been given prior to Steamer's arrival.
All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on any Tuesdays and Fridays between
the hours of 10.45 A.M. and Noon within the
free storage period.

No Claims will be admitted after the Goods
have left the Steamer's Godown, and all Goods
remaining undelivered after the 2nd October,
will be subject to Rent.

All Claims against the Steamer must be pre-
sented to the Underwriter on or before the
10th October, or they will not be recognized.
No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 26th September, 1924. [1295]

NOTICE.

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

CERTIFICATE No. 7123 for 25 Shares, 24
per Share Paid up, number 55129/55150 in
this Society standing in the Name of ROBERT
JOHN JACK SMITH, of Hongkong, has been
Declared LOST, and if the Expiration
of One Month from the Date hereof the above
Document be not forthcoming the said Certi-
ficate will be deemed Cancelled and of No
Effect, and a NEW Certificate for the 25
Shares will be issued in its stead by the
Society.

PAUL LAUDER,
General Manager,
Hongkong, 8th September, 1924. [1235]

INTIMATIONS

KOWLOON CRICKET CLUB.

THE Club will be "AT HOME" on
SATURDAY, the 27th INSTANT, between
9 and 7 P.M.
S. E. GREEN,
1291] Hon. Secretary.

HONGKONG JOCKEY CLUB.

OWNERS are Reminded that Entries for
the FIFTH EXTRA RACE MEET-
ING Close on SATURDAY, SEPTEMBER
27th, 1924, at 12 o'clock Noon. [1232]

THE HONGKONG AND WHAMPOA
DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that the
SHARE REGISTER and TRANSFER
BOOKS of the Company will be CLOSED
from the 1st, to 7th OCTOBER, 1924 (both days
inclusive).
Warrants for the INTERIM DIVIDEND
can be obtained at the Office of the Company,
2, QUEEN'S BUILDINGS, Hongkong, on or after
the 31st PAID.

By Order of the Board,
R. M. DYER,
Chief Manager,
Hongkong, 15th September, 1924. [1233]

NOTICE.

THE DAIRY FARM, ICE & COLD
STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-EIGHTH ORDINARY
ANNUAL MEETING of Shareholders
in the above Company will be held at the
Company's Town Office, 2, LOWER ALBERT
ROAD, Hongkong, on SATURDAY, 4th day
of OCTOBER, 1924, at Noon, for the
purpose of presenting the Report of the
Directors and Statement of Accounts to 31st
July, 1924.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from SEPTEMBER
27th to OCTOBER 4th, 1924, both days in-
clusive.

By Order,
M. MANUK,
Secretary,
Hongkong, 15th September, 1924. [1274]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

TICKETS will be issued for ROUND
TRIPS during the Months of JULY to
OCTOBER, from HONGKONG to FOOCHEW
(Pagoda Anchorage) and Return, Calling
at Swatow and Amoy on both the Upward
and Downward Voyages, by the Company's
New, Fast, Well-appointed Steamer
"HAI-NING" at the Reduced Rate of \$80,
for the Round Voyage, including Meals while
the Steamer is in Port.

These Special Tickets will be available for
Return ONLY by this Steamer, either by the
Voyage for which it is issued or by her follow-
ing Sailing from Foocchow. Duration of Stay
at Foocchow—48 hours.

The Trip occupies 8 to 9 days and the
Steamer will leave Hongkong from the Com-
pany's Wharf at 5 p.m., Arriving at Daylight
on her Return (Weather permitting).
The Company's Steam Launch will convey
passengers from PAGODA ANCHORAGE to
FOOCCHOW CRT, if required.

For further Particulars and Dates of Sailing,
Apply to
DOUGLAS LAFRAIK & Co.,
General Managers,
Douglas Steamship Co., Ltd.,
Hongkong, 17th June, 1924. [908]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

VALUABLE LEASEHOLD
PROPERTIES

Situate at TAI KOK TSUI in the
Colony of Hongkong,
To be sold by AUCTION,
Subject to a Reserve Price

on
WEDNESDAY,
the 15th day of OCTOBER, 1924,
at 3.00 P.M.

In ONE LOT

Messrs. LAMBERT BROTHERS,
Auctioneers,

In their Auction Rooms in Duddell Street.

The Properties consist of—
ALL THOSE Pieces or Parcels of Ground
situate at Tai Kok Tsui and registered in the
Land Office as Section A of Kowloon Island
Lot No. 888 and Kowloon Island Lot No.
891 together with the Messuages, Erections
and Buildings thereon (if any).

Particulars and Conditions of Sale may be
obtained from—

Messrs. JOHNSON, STOKES & MASTER,
Princes Buildings, Solicitors,
or from

Messrs. LAMBERT BROTHERS,
Auctioneers.

TO-DAY TILL TUESDAY.

CHARLIE
CHAPLIN
in
"The Bink"

Ralph Lewis
in

WEST-BOUND
LIMITED

THE CORONET.

INTIMATIONS

DEWAR'S

THE SPIRIT OF
HOPE

Hope is the mother of
optimism. In its promise
many a soul finds content-
ment and in its reality hap-
piness lies waiting with its
gifts. Hope is sometimes
fickle in its favours but never,
when it concerns the bracing
and balanced qualities
of

DEWAR'S.

Dewar's "White Label" and
"Victoria Vat."

As supplied to the Houses
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By Royal Appointment to
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Wine and Spirit Merchants.

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Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 27TH, 1924.

THE CONTROL OF ARMS
AND MUNITIONS.

AMONG the many subjects on the agenda
of the Council of the League of Nations
which is now in session at Geneva is the
control of arms—a subject which has a
special interest in this part of the world
at the present time. While the "Arms
Embargo Agreement" relating to the
import of arms into China, to which
many of the Powers in diplomatic
relations with China subscribed a few
years ago, has doubtless done much
to check the import, it has, un-
fortunately, proved far from effective
in putting a stop to the traffic. It is
interesting to recall at the present time
the considerations that prompted that
Agreement. In the year 1919, following
upon the abortive Peace Conference held
in Shanghai with the object of securing
the unification of China, the American
Minister made the suggestion to the
Diplomatic Body at Peking that the
Powers should put an embargo on the
export of arms to China. The suggestion
resulted in an agreement by most of the
Powers then represented in China, and
in a Note to the Chinese Foreign Office
embodying the substance of the Agree-
ment, the Doyen wrote: "The Diplomatic
Body, in considering the present state of
disunion between the North and South
in China, have been impressed by the
fact that the continued possibility of
importing military arms and ammunition
from abroad could not but exercise a
disturbing influence, and as the friendly
Powers here represented are firmly deter-
mined to discountenance any condition
or action which might favour a reversion
to hostilities. The Governments
of Great Britain, Spain, Portugal, Brazil,
France and Japan, have agreed effectively
to restrain their subjects and citizens

from exporting to or importing into
China arms and munitions of war and
material destined exclusively for their
manufacture, until the establishment of a
Government whose authority is recognised
throughout the whole country, and also
to prohibit during the above period the
delivery of arms and munitions for which
contracts have already been made but
not executed." Not all the Powers, it
will be observed, subscribed to that Agree-
ment and it is common knowledge that
since that Agreement was signed arms
and munitions, and material destined
exclusively for their manufacture, have
poured into China from certain foreign
sources, with the result that we see
to-day armies taking the field in China
vastly better equipped than Chinese
armies have ever been before. Following
the Great War in Europe immense
quantities of discarded arms of all sorts
have been seeking a market, and there
is little doubt that large quantities of
them are now being used in the battle-
fields of China.

It is extremely doubtful if the present
conflict can be regarded as a war that
will end war in China for all time. The
market for arms and munitions will con-
tinue to exist, in China, and, therefore,
the proposals for the control of arms now
under consideration at Geneva will have
their interest for this as well as many
other parts of the world. The Temporary
Mixed Commission of the League of
Nations for the Reduction of Armaments
has issued a report which contains the
draft of a convention for the control of
international trade in war material. The
scheme set forth in it is based on pub-
licity. Its main condition is that each
Government shall control the export of
war material from its country. Licences
are to be granted for the export of arms
and munitions, and these must not be
granted unless the goods are intended
for a Government recognized by the
Government of the exporting country.

That would, of course, make imports
to the order of SUN-YAT SEN's Govern-
ment or to CHANG TSO-LIN unlawful.
Component parts of such things as war-
ships, aeroplanes, and tanks may be
exported to recognized manufacturers of
these things, but only with the authoriza-
tion of their Governments. All these
licences and authorizations, or similar
documents connected with the trade in
arms, are to be communicated to a
central office, to be established by the
League, which will publish them, so that
the world may know who is making pre-
paration for war. The scheme also pro-
vides for the definition of certain terri-
torial and marine zones into which the
import of arms would be forbidden. This
is to prevent gun-running to savage or
semi-civilized populations. The supply of
arms to these areas is to be subject to
licence by "the Governments exercising
authority there." One rather serious flaw
in the scheme is that its main condition,
i.e., the licensing of the export of arms
by individual Governments is to be sus-
pended, in so far as it concerns the
export to a country actually at war.

This is apparently necessary to prevent
a breach of neutrality by the Govern-
ment authorizing the export, but it is
regarded as considerably weakening the
effectiveness of the convention.
The report includes some very sugges-
tive remarks on the future of chemical
warfare, supplied by scientists of inter-
national repute, who were consulted by
the Commission. It will suffice to quote
one of them, Professor ANDRE MAYER,
of the Collège de France, observes:—
"Chemical warfare gives an immense
superiority to any Power with hostile in-
tentions. An injurious substance studied
in secret (and this study can be carried
on anywhere), manufactured in large
quantities (and this manufacture can be
carried out in any chemical works), and
launched unexpectedly against any un-
prepared population, can completely
destroy every shadow of resistance." The
summary of the report that we have
seen does not mention whether the Tem-
porary Mixed Commission has any recom-
mendations to make on this subject.

China's militarists in the present struggle
would doubtless be only too ready to
resort to "chemical warfare" if the
means are made available to them. We
have drawn attention to a report pub-
lished some few months ago that gas
was being made by German experts in
the service of Marshal CHANG TSO-LIN,
and to a report published in a Tientsin
paper within the past fortnight that
"Tientsin firms have commenced the
manufacture of gas masks for the Chihi
troops"—a significant indication of what
we may expect to hear as the war
develops.

China is now so well provided with
arsenals that no control of the import
of arms by the Foreign Powers would
entirely prevent the Chinese militarists
from equipping forces, after a fashion,
and one cannot resist the impression that
an Agreement such as that drafted by
the Temporary Mixed Commission would
be very reactionary in its effect upon a
country like China since, by allowing
the import only when it is made to "a
Government recognised by the Govern-
ment of the exporting country" it would,
in a case like that of China, be support-
ing a Government which cannot claim to
exercise authority over half the territory
it nominally controls. The case of China
would be better met, we think, by an
Agreement, in the terms of the Arms
Embargo Agreement negotiated in Peking
in 1920.

Prof. Danenberg will resume his Piano
Lessons in October.—Adv.

The new steamer, the *Anhui*, built to
the order of the China Navigation Co.,
Ltd., is to be launched at the Taikeo
Dockyard on October 2nd.

Capt. Daisy is reported as having said
at Marseilles when he arrived there:
"I saw MacLaren at Hongkong. He is
an airman of the first order, for whom
I have a very great admiration."

A motor bus accident occurred at
Humphong on Thursday when a small
child was knocked down by a bus be-
longing to the China Motor Bus Com-
pany. Fortunately, the child's injuries
were not serious.

It is notified by the Water Authority
that the supply of water in zones that
include Conduit Road, Queen's Garden,
Peak Road, May Road, Robinson Road
and Mosque Street will be cut off from
9 p.m. to-day till 6 a.m. to-morrow.

The rest of the Russian refugees who
arrived in 1923 under the leadership of
Admiral Starck will leave for the United
States next December. Governor-General
Wood stated last week. They are all
very eager to go, he added. The refugees
can not land as immigrants in the States
before 1925 because this year's quota of
immigrations has been reached.

Hongkong Volunteer Defence Corps
Orders announce that a challenge cup has
been presented to the Scottish Company
by Mr. B. G. Shewan, Head of the firm
of Messrs. Shawan & Tones, for inter-
platoon sports competition. The cup is to
be known as the "Kee Chong Challenge
Cup." Mr. Shewan has also presented
a set of bag-pipes for use in the Scottish
Company's Pipe Band.

Four light-fingered Chinese were
caught operating in the Central district
of the City on Confucius Day. They
were all sentenced to terms of imprison-
ment at the Central Magistracy, yes-
terday. In one case a man was sen-
tenced to six months' hard labour and
12 strokes with the "cat" on a charge
of snatching \$5 from a small girl. Con-
victing the man Mr. Lindell told the
defendant he was a coward to rob a
little girl.

Two motor-cycle accidents have been
reported to the police as having occurred
on Thursday in Hongkong. In one case
a small boy was knocked down by a
motor-cycle, driven by Revenue Officer
Pearse, in Wanchai Road. The boy was
injured about the head and face, neces-
sitating his removal to hospital. In the
other case another small boy was knocked
down near the pumping station on
Pokfulam Road by a motor-cycle, driven
by Mr. R. O. Keen of the Public Works
Department. In attempting to avoid the
child Mr. Keen was thrown off his
machine and slightly injured. Both Mr.
Keen and the boy were taken to the
Government Civil Hospital, where Mr.
Keen was allowed to proceed home after
his injuries had been dressed. The boy
was detained in hospital.

TWO NEW LAWYERS.

THE ACTING CHIEF JUSTICE'S
BEST WISHES.

In the Supreme Court, yesterday morn-
ing, the acting Chief Justice (Mr. H. M.
J. Gompertz) admitted two new solicitors
to practice. They were Mr. Geoffrey
Bruce Hett and Mr. Graeme Sisson Hugh
Jones, both of whom are joining the staff
of Messrs. Wilkinson and Crist. The
Hon. Mr. C. G. Alabaster, K.C., moved
their admission.

Mr. Alabaster, referring to Mr.
Hugh Jones, said that he was 24 years
of age and was educated at the Royal
Naval College, Osborne, and Dartmouth.
He now held the rank of Lieutenant
(retired), having left the Navy in April,
1920. Mr. Jones passed his final examina-
tion in 1923 and was admitted as a solic-
itor in London in February of this year.

In enrolling him, his Lordship expressed
the hope that his career would be
satisfactory and prosperous.

Mr. Alabaster told the Chief Justice
that Mr. Hett was 25 years of age and
was educated at Mallock and Oxford.
In 1917 he joined the Royal Air Force
and for his gallantry he was awarded
the Distinguished Flying Cross. He
passed his final law examination in March
this year and was admitted to the Roll
in June last.

"You have my best wishes for the suc-
cess of your career," said his Lordship
in admitting the candidate.

PROPERTY SALE.

BRISK BIDDING FOR KOWLOON
HOUSE.

A property sale of much interest to the
Portuguese community was conducted at
Mr. A. G. da Rocha's auction rooms in
D'Aguilar Street, yesterday, when the
property as No. 11, Hart Avenue, Kow-
loon, covering an area of 8,965 square
feet, belonging to the estate of the late
Mr. A. A. Cordeiro, of Messrs. Shewan,
Tones, was sold for \$27,100.

The sale was attended by a large num-
ber of Portuguese who took a keen and
lively interest in the proceedings. Bid-
ding was opened by Mr. Fred Fisher
at \$15,000 and the price rose rapidly
by a series of bids all of which with the
exception of the second bid—one of
\$1,000—were under \$500. In a space of
ten minutes the property was knock-
ed down at \$27,100 to Mr. Fred
Fisher who was declared the purchaser
on behalf of the widow and whose in-
terests he represented at the sale.

The property was sold owing to the
late Mr. Cordeiro leaving no will, neces-
sitating the realisation of the estate.
One of the conditions of the sale was that
the purchaser should pay the sum of
\$1,400 for certain additions which have
been made to the property by contract at
a cost of \$4,500 of which \$3,100 has
already been paid.

MAJOR ZANNI.

HOPES TO RESUME FLIGHT
TO-DAY.

A *Daily Press* representative was
informed yesterday that Major Zanni,
the Argentine world aviator, expects to
resume his flight round the world to-day.
A telegram has been received by the
aviator from Shanghai in which it is
stated that it is hoped to have every-
thing in order for Major Zanni to land
by this morning. In view of this Major
Zanni proposes to stop off for Foocchow
some time this morning.

E.A.S.M.A. BEACH.

CLOSING THIS WEEK-END.

To-morrow the E.A.S.M.A. closes its
bathing picnic season. The launch will
leave Bluff Pier to-day and on Sunday
at the usual time (4 p.m.). Throughout
the summer, with very few interruptions,
these trips to the Association's beach at
Stonecutters have taken place four times
weekly, thus amply satisfying the sea-
bathing inclinations of members and their
friends. The excursions have been en-
joyed, in particular, by the children, for
whom a most successful water carnival
was organised a few weeks ago. The
bathing picnic arrangements comprise
an important and much appreciated item
of the E.A.S.M.A.'s annual programme,
thanks in the main to the energy of the
Association's popular honorary secretary,
Mr. T. N. MacReynolds.

GALLANT CONDUCT BY A
MULE DRIVER.

COMPLIMENTED BY THE G.O.C.

The following is extracted from yester-
day's Command Order:
During the embarkation of animals at
the R.A.S.C. Pier at Hongkong, on
September 10th, 1924, a pony became
restive and eventually fell into the sea
between the lighter and pier, the animal's
head becoming wedged between the
lighter and pier.

No. 35730, Driver Ismael, Hongkong
Mule Corps, at once dropped into the
sea at considerable risk to himself both
from the lighter and the plunging of the
animal, and succeeded in getting the pony
clear and swimming it eventually to the
Naval Dockyard where it was landed.
The G.O.C. congratulates Driver Ismael
on his gallant conduct and fine example.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

THE LEAGUE.

CHINA AND REPRESENTATION.

Geneva, September 26th.

The Assembly adopted the Chinese proposal regarding the distribution of seats to non-permanent members to the Council. The Persian and Japanese delegates supported the Chinese attitude.

DEALING WITH GEORGIA.

Geneva, September 26th.

The Assembly adopted the joint British, French and Belgian resolution regarding Georgia. All the speakers hoped the League would exercise prudence in dealing with the Georgian question.

SOVIET ATROCITIES.

Paris, September 26th.

A Georgian Legation communique says it is reported that Soviet troops are operating against the Georgian insurgents and have launched repeated and fierce attacks, but were forced to retire with heavy losses to the mountains. The Georgian population in the districts occupied by the Soviet troops are being shot without distinction.

GERMANY TO ENTER.

Berlin, September 26th.

The Cabinet has approved a memorandum dealing with the admission of Germany to the League of Nations. A note is being dispatched to the Governments concerned through the German diplomats immediately.

EMPIRE REPRESENTATIVES CONFERENCE.

Geneva, September 26th.

The Dominion Delegates and the Empire delegation conferred for an hour this morning. The latter described the progress of the committee dealing with the disarmament protocol. The Dominion representatives continue to keep their Governments posted as regards the discussions.

Reuter learns that no objections have been raised by them but requests have been made for explanations on certain points, which were freely given. Consequently, there was complete agreement among the delegates to-day.

CO-OPERATION AGAINST SOCIALISM.

MR. CHURCHILL'S PLEA.

RUSSIAN TREATY DENOUNCED.

London, September 26th.

The newspapers give prominence to a speech by Mr. Churchill at a Unionist meeting at Edinburgh last night at which Earl Balfour presided. Mr. Churchill pleaded for a liberal co-operation with the Conservatives against Socialism, and urged the utilization of the machinery of the Safeguarding of Industries Act to prevent British industries suffering from the restoration of Germany. He hoped the Irishmen themselves would reach a settlement long before the Boundary Commission reported, and denounced the Russian Treaty as a tyranny.

THE LAST ZEPPELIN.

TRIAL TRIPS IN GERMANY.

Berlin, September 26th.

The Zeppelin Z.R.3 was enthusiastically welcomed in the course of its flight over towns during the trial trips. It reached Hamburg from Friedrichshafen at an average speed of 70 miles per hour and dropped a greeting at Hanover for Marshal Hindenburg who is a resident there. Enormous crowds in the streets and on the roofs greeted it at Berlin. The police band played "Deutschland über Alles" and the Government sent the crew a patriotic message saying *inter alia*: "Fly over the sea as a witness of the undaunted spirit of German daring."

DUNLOP COMPANY'S FINANCE REORGANISATION OF CAPITAL.

London, September 26th.

An extraordinary meeting of shareholders of the Dunlop Rubber Company, Limited, has approved a scheme for the reorganisation of the Company's capital, whereby the capital will be first reduced from £20,000,000 to £14,750,000 and then increased to £20,000,000 by the creation of 31,500,000 new ordinary shares of 6s. 8d. each.

THE LOAN TO GERMANY. DELEGATION COMING TO LONDON.

London, September 26th.

Reuter learns that a German delegation is expected in London shortly to begin negotiations for the loan under the Dawes scheme.

FLOOD DAMAGE IN RUSSIA.

Leningrad, September 26th.

The first estimates of the damage to industrial premises due to the floods exceed ten million roubles. The damage to private property is not yet estimated. Martial law was proclaimed yesterday, but is raised to-day as normal conditions have been restored. The Soviet has issued a statement thanking the people for their courage and the help given to the authorities.

EARLIER CABLES. THE MOSUL DISPUTE. DISCUSSED AT GENEVA. STRONG BRITISH PROTEST.

London, September 26th.

A serious situation has arisen in connection with the Anglo-Turkish dispute as regards the sovereignty of the Mosul vilayet in Mesopotamia. This is one of the questions on which an amicable settlement was not reached at the time of the signature of the Treaty of Lausanne, and it was reserved for subsequent negotiation, with a provision for ultimate reference to the League if necessary. The Turkish Government, despite the application of this provision last week, has presented a note to the British complaining of the alleged British troop movements on the Turco-Iraq frontier.

A message from Geneva shows that Lord Parmoor created a sensation to-day by reading the British reply, in which a strong protest is registered against an invasion by armed bodies inside the area administered by the British also within the old administrative boundary of the Mosul vilayet. Bodies left behind showed that the invaders included Turkish regulars, and evidence is available of Turkish disregard for the *status quo* at the time of the signature of the Lausanne Treaty. He said the Iraq police and local levies had been forced to retire as recently as September 22nd to Amadiya.

Lord Parmoor said the retirement was accompanied by the flight *en masse* of the Assyrian Christians and large numbers of Iraq tribesmen. Lord Parmoor emphasised the Government's solemn protest before the League at this intentional, flagrant violation of the treaty. Meanwhile, he stated, the British authorities at Iraq were authorized to take all necessary action to prevent the invasion and infiltration by Turkish forces of a nature to entail serious unrest and bloodshed.

Fethi Bey, who followed Lord Parmoor, disputed the British view as regards the frontier, declaring that it was assumed that the fate of Mosul had already been decided in favour of Britain, which Turkey disputed.

TURKISH RAIDS IN IRAQ.

With reference to the Mosul situation, it is officially learned in London that there have been two Turkish raids into Iraq, one last week and one on Sept. 22nd. British aeroplanes participated in repelling the invaders.

THE DUTCH ARMY.

"GOOD-NATURED INDISCIPLINE."

Amsterdam, September 26th.

Later news from the military camp at Ede shows that although there is no question of a mutiny proper, there is apparently some indiscipline, seemingly of a good-natured character. For example, when an officer ordered soldiers drinking in a publichouse to return to camp they invited him to drink, which he did in order to prevent disorder.

The movement seems to have been instigated by ringleaders who have terrorised the soldiers. It is believed that five hundred cartridges which disappeared from the shooting ground are in the hands of the ringleaders. The discipline of the army is good. The authorities have taken measures to prevent further disturbances.

ANGLO-GERMAN TRADE TREATY.

POSITION UNCHANGED.

Berlin, September 26th.

The German Ministry of Trade resumed negotiations with Mr. Fountaine this afternoon in connection with the proposed Anglo-German commercial treaty, but the position is unchanged. Mr. Fountaine leaves, homeward bound, to-morrow.

THE WORLD'S SPORT.

ALL-BLACK RUGBY TOUR.

London, September 26th.

At Gloucester the visiting New Zealand "sugger" team beat Gloucestershire by 8 points to nil.

BRITISH RUGBY TOUR.

Cape Town, September 26th.

The British Rugby team beat the Western Province fifteen by 8 points to 6, in the last match of the tour.

THE PRINCE OF WALES.

ARRIVAL IN SASKATCHEWAN.

Meville (Saskatchewan), Sept. 25th.

The Prince of Wales has arrived here, and received an ovation.

LATEST CABLES.

REUTER'S AMERICAN SERVICE.

THE PRESIDENTIAL CAMPAIGN.

THEODORE ROOSEVELT FOR NEW YORK GOVERNORSHIP.

New York, September 26th.

The Presidential campaign was nominally launched yesterday by the selection of Colonel Theodore Roosevelt, son of the ex-President, as the republican candidate for the Governorship of New York.

THE CIVIL WAR IN CHINA.

[THROUGH REUTER'S AGENCY.]

WU PEI-FU'S PROMISE OF "EVER-LASTING PEACE."

REWARD FOR TURNING OVER THE "PRINCIPAL TRAITOR."

ASSURANCES OF PROTECTION FOR FOREIGN LIFE AND PROPERTY.

Peking, September 26th.

Marshal Wu Pei Fu has issued a proclamation denouncing Chang Tso Lin, whose "nature and character of Hung-hutze is unalterable" and stating that with the righteousness of his heart he will proceed East to deliver the people of the three provinces—Fengtien, Kirin and Heilongkiang—from Chang Tso Lin's oppression. Marshal Wu promises that apart from Chang Tso Lin and his son, whose crime is unpardonable, generals and soldiers of these provinces who "return from the wrong path" will be rewarded, while the first reward will be given to those who turn over the principal traitor to the Government.

The proclamation proceeds: "With the instructions of the Central Government we have mobilised our forces to quell internal unrest, and as it is the good wish of the Foreign Powers to see the early unification of the country, I trust the steps I have taken will meet with their support and approval."

Marshal Wu Pei Fu promises: "Without distinction I will treat people of all nationalities just the same, that is afford them the fullest protection of their lives and property in accordance with the stipulations of existing treaties, and there should be no panic. Along the South Manchurian railway are many Japanese merchants. I will see that they continue their occupations unmolested and peacefully, and not suffer loss."

Marshal Wu concludes by declaring that he will direct his three armies against the guilty—not against the people to punish one man. "When this is done," he says, "tranquillity will be re-established and the peoples—both Chinese and foreign—will pursue their vocations peacefully and without hindrance. The day my work is accomplished will be the day when the country will enjoy everlasting peace and order."

CHANG AND THE SOVIET.

Shanghai, September 26th.

Chang states that he has come to a satisfactory agreement with the Soviet. Peking objects to Chang's agreement with Soviet.

The Waichiaopu on the 25th inst. protested to the Russian Embassy as regards the agreement between the Soviet and Chang Tso Lin, and drew the attention of the Soviet to the fact that Chang was in open rebellion against the Government, declaring that the latter would never recognise such an agreement.

Roska says the agreement in an exact and almost textual repetition of the Chinese Eastern Railway agreement signed in Peking on May 31st as a part of the Sino-Soviet agreement.

LATEST ARMY MOVES.

Generals Wu Li Ching Lin and Feng Advancing.

Shanghai, September 26th.

A Mukden message says the Fifth Army, under General Wu, is advancing south-west from Kailia, its objective being Chinghsin and Chaoping. The Second Army, under General Li Ching Lin, is advancing south-west, its objective being Kienchangshien. The final objective of the combined armies is Jehol.

General Feng is reported to be moving towards Hongfengkow, but more probably to Kupechow, which is the old line of the proposed Railway.

Japanese local newspapers report that Mongolia is sending a force to Chang's aid.

ADVICE FROM "THE TIMES."

London, September 26th.

Dealing with the question of intervention in "distressed China," *The Times* says it is unfortunate that it seemed necessary to maintain the diplomatic fiction that the Provisional Government at Peking is the Government of China. Inert submission to this conventional view is the weakest form of diplomacy. Fresh initiative is necessary. Great Britain's best opportunity at present lies in a non-political appeal to the new spirit in China which is expanding independently and despite the cruel party war. Wise co-operation with the Chinese educational movement, such as in the proper use of the Boxer Indemnity fund would be the most suitable aim and the best British effort. As long as British lives are not endangered the welter of the Tughuns is not our concern.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

NEW BELGIAN MINISTER AT PEKING.

M. EVERTS GOES TO BERLIN.

Brussels, September 26th.

M. Lemaire Dewarzee, counsellor of the Legation, has been appointed Minister at Peking, replacing M. Everts, who has been appointed Minister at Berlin.

N.Y.K. STAFF TROUBLES.

SHANGHAI EMPLOYEES RESIGN.

Shanghai, September 26th.

The Nippon Yusen Kaisha's Shanghai staff, with the exception of the Manager, has resigned *en bloc*.

The N.Y.K. directors held a conference this afternoon. No statements was made. It is understood that it was adjourned in view of further deliberation, which may, possibly, take place to-morrow.

£60,000,000 LONDON ESTATE.

AUSTRALIAN CLAIMANT.

Mr. Alfred Sydney Harper, a resident of Newcastle, New South Wales, is, says a Sydney correspondent, making a claim to the Angell Estate in South London, which is reputed to be worth £60,000,000, and to have an annual rent-roll of £1,000,000.

The estate was left by Mr. John Angell, who died in 1784. It lies principally in Brixton, Streatham, Stockwell, Lambeth, and Balham.

Recently a claim to it was put forward by Mr. William Adrian Allery, of Larkhall Rise, Clapham, S.W., who is 70. Mr. Allery had spent 30 years tracing his descent from John Angell. The missing link in his claim, he says, is a marriage certificate, which he declares he discovered this year in a search through a church register at Dartmouth.

The news of Mr. Allery's claim to the £60,000,000 estate was cabled to Australia, and in consequence inquiries have been made in England on behalf of Mr. Harper, who claims to be a descendant of John Angell's eldest sister.

Mr. Harper has been asked to forward his birth certificate and other information, and now advice has been received that Mr. Allery is willing to co-operate with him.

MOSCOW BOASTS.

KAMENEFF ON THE LOAN.

The leading Bolshevik commissars continue to make speeches explaining the enormous benefits which Russia will obtain from their treaty with the British Government.

The views of Mr. Kameneff, president of the Moscow Soviet, president of the Soviet of People's Commissars, and one of the "big three" ruling Russia, appear in the Moscow *Izvestia* in the following report of a speech:—

The treaty does not contain any obligation on our side about paying debts contracted by former Governments. Nor are concrete figures mentioned.

The treaty is only an outline of how negotiations must proceed in future, but it mentions that we need not pay the claims of English creditors rouble for rouble. This means we can pay 50 kopeks per rouble—25 kopeks per rouble—or even a louse. (Laughter.)

What we undertake to pay is only compensation for a loan which will be used to subsidise our industries, to give employment to our workers and to give our peasants our manufactured goods on credit. We shall pay for this loan just as much as proves profitable for us.

The most important fact involved in the treaty is that England recognises the Bolshevik revolution as an accomplished fact. This includes the recognition of our confiscation of private property, our foreign trade monopoly, our nationalisation of industries, and our laws. This is the era of temporary agreements. When England signed the treaty we succeeded in putting our lever under the corner-stone of capitalism.

OUT-OF-DATE LAWS.

BILL TO REMOVE DISABILITIES UPON CATHOLICS.

The Roman Catholic Relief Bill, introduced by Mr. F. N. Eldredge, the Conservative member for Ormskirk, backed by members of the two other parties, sets out to repeal parts of certain Acts—many of them obsolete, but still on the Statute Book—which inflict disabilities upon Roman Catholics. The Bill leaves undisturbed the Bill of Rights and the Act of Settlement.

One of the laws which it seeks to repeal is a clause of an Act of Edward VI., dated 1549, which forbids books of Roman Catholic ritual "ever to be kept in this Realm."

Another measure passed in 1701 excludes from its benefits any priest who officiates in any place of worship with a bell and steeple or at any funeral, or exercises the rites of the Roman Catholic religion or wears the habits of his Order not within a Roman Catholic church or private house.

One Act, less than 100 years old, inflicts a penalty of banishment for life upon a member of a religious order coming into this realm.

LAST NIGHT'S CONCERT. SUCCESSFUL EVENT AT VOLUNTEER HEADQUARTERS.

Last night's open air concert at Volunteer Headquarters was without doubt an unqualified success. Favoured with delightfully cool weather a very large number of people were present to listen to an excellent programme of music arranged by members of the Volunteer Defence Corps. Seating accommodation was provided on the spacious green outside the headquarters for some 300 people but this was insufficient and hurried arrangements had to be made for the provision of further seats for the additional two to three hundred people attracted to the ground.

There is scarcely a finer spot in Hongkong for the holding of an *ad hoc* concert. Enclosed as it is with delightful shrubs and trees the surroundings were made additionally attractive by a decorative scheme of coloured lights, looped from tree to tree. A platform was erected in the centre of the green, for the use of the vocalists, whilst the East Surrey Regimental Band were stationed at the side of the platform.

The Regimental Band, under the conductorship of Bandmaster Bradshaw, was in fine form and during the course of the evening, rendered some delightful selections of music, the excerpts from Sullivan's "H.M.S. Pinafore" being exceedingly well done, the audience not being satisfied until a portion of the piece had been repeated.

The Volunteers' Scottish Company's Pipe Band was also present and took a prominent part in the evening's enjoyable entertainment. They also received well-deserved encores.

The vocalists were Mrs. D. Reid, Mr. G. A. Musitano and Mrs. N. Mathieson. Mr. Zelenksky was also billed to appear, but owing to illness he was unable to do so. Mrs. Reid was heard to great advantage in a very enjoyable song, "Sunbeams," the singer being awarded unstinted applause. Mr. Musitano gave a delightful rendition of one of Caruso's favourite songs "For You Alone" and he was not released until two encores had been rendered. Mrs. Mathieson's song "Starry Woods" was also much appreciated.

Much of the success of the concert was due to great deal of organising work put in by Lieut. D. C. Logan of the Scottish Company. Mrs. S. Collett made a very able accompanist.

LENIN PRESERVED FOR EVER.

WONDERFUL EMBALMING PROCESS.

Moscow, August 4th.

Lenin's tomb, containing the re-embalmed body, was thrown open to the public and foreign newspaper correspondents yesterday. The body—resting in a red wooden coffin on a bed of brilliant red velvet—The coffin, hermetically sealed and covered with glass in pyramidal form, permits a full view.

The face of the revolutionary leader looks as natural as on the day of his death, without the slightest change. The body is dressed in the same semi-military suit of brown material usually worn by Lenin, with the decoration of the Red Banner and the membership badge of the Central Executive Committee pinned on the breast. The hands rest in an easy attitude on the chest.

Red and black draperies surround the mausoleum chamber, with a great sickle and hammer (the Soviet emblem) of the same cloth in the centre of the ceiling over the coffin. Armed "Red" soldiers stand guard at the head and foot of the bier.

Professor Svarsky, explaining the process of re-embalming the body, said that the methods used were new, and had nothing to do with the Egyptian or other foreign methods of embalming. The embalmers were confronted with the difficulty of displacing the water in the body and replacing it by a chemical solution which would prevent the body drying up and shrinkage of the features.

Egyptian methods succeeded in maintaining the body at the sacrifice of every trace of personality, but the process applied to Lenin's body will preserve the body as in life for ever, provided no marked change of temperature is allowed within the hermetically-sealed coffin.

Professor Svarsky and Professor Vorobiev, who carried out the embalming, spent four months on the work, first experimenting on other bodies. The cost of the work was £1,600.

Everything that is imprudent is popular at the moment—Viscount Grey.

MERRY AT EIGHTY. PUBLISHER'S RECIPE FOR A LONG LIFE.

Nearly everyone who has passed the allotted span of three score years and ten has his own particular recipe of longevity, states a review in *The Times* Weekly. The majority of such recipes are so extraordinarily dull that one is apt to feel that "a short life and a merry one" has everything to recommend it.

Some folk attribute their long life to a special and restricted diet, and others stress the advantages of a regular routine, with plenty of sleep and a minimum of excitement. But practically always it is a policy of prohibition which advanced age has to preach.

Henry Holt, head of the famous American publishing firm, writing his impressions of life at the age of eighty-four in "Sixty Years a Publisher" (Allen and Unwin, 18s.), strikes a new and refreshing note. He specialises in tobacco, and is not even in favour of moderation as most people understand the term.

TOBACCO DESTROYS GERMS.

From the age of thirteen he smoked cigars, and it was while he was still at college that he found himself getting through as many as twenty a day.

Mr. Holt's theory is that tobacco destroys disease germs and consequently promotes longevity. He adds that so long as the system is given a rest from nicotine for a period of several hours once a day it will stand all that can be put into it.

In the matter of food he is not a vegetarian, and he has a catholic taste in wines, though he remarks that when a man reaches the Scotch whisky stage there is much to be said for sticking exclusively to that beverage.

The exhilaration of good company is suggested as an excellent substitute for the after dinner nap, though Mr. Holt remarks that the tendency to frequent rests should not be resisted by those who feel any inclination for them.

In short, Mr. Holt's advice to those who would attain mental as well as physical longevity is to lead an active life in harmonious surroundings and a moderate indulgence of the passions of Egypt.

PATTI'S PREMATURE DEATH.

Singers and musicians are, on the whole, a long-lived profession. Adelina Patti died prematurely at seventy-six, and Manuel Garcia, the great singing teacher, was still enjoying an active life when he was over a hundred. Probably the stimulating atmosphere of success in which they lived did much to help them retain to the end that freshness of mind which is so essentially a part of real longevity.

It is an interesting fact that neither doctors nor lawyers often reach extreme old age, the theory being that they wear themselves out in the services of others, and have little recuperative force to fight their own physical battles.

As far as physical appearances are concerned there has probably never been a period when age has been so successfully warded off as the one in which we live.

By dint of leading an athletic life and availing herself of the services of a brunt doctor the average woman of fifty to-day presents a more youthful appearance than did her grandmother at thirty.

With the other sex it is much the same. One hears less frequently the expression the "shady side of forty," and a man of sixty is spoken of as being in his prime.

WRIT FOR £156,000.

LARGEST EMPIRE LANDOWNER CALLS IT "PIFFLE."

The Melbourne Commonwealth Tax Commissioner has issued a writ against Sir Sidney Kidman, known as the Australian cattle king, claiming £156,000 alleged to be arrears of taxation totalling six years. The claim follows a parliamentary discussion alleging that squatters had been permitted to escape payment of enormous sums due on leaseholds. Sir Sidney Kidman says the allegation in his case is merely piffle.

Sir Sidney Kidman is believed to be the largest landholder in the British Empire. He controls more than 32,000,000 acres, which carry about 250,000 cattle and many thousands of horses. He has the reputation of neither smoking, drinking, nor swearing. He was knighted in 1921 in recognition of his services to the Empire during the war. Born in Adelaide in 1857, he left home to seek his fortune when 13. He began as a cowboy at 10s. a week.

ORIGIN OF SIN.

PROFESSOR ON "RECASTING OF THEOLOGY."

Speaking at the conference of modern churchmen at Oxford, recently, Professor E. W. MacBride, of the Imperial College of Science, South Kensington, said the doctrine of evolution assumed that the human race had been slowly developed out of some mammalian stock resembling the modern monkey, as the mammals had arisen from lower forms. This doctrine seemed to him, as an amateur, to be a recasting of the foundations of theology.

Denial of evolution, he declared, was intellectual suicide. The belief that men were born in sin was embedded in the baptismal service. If the doctrine of evolution be true, then what was called sin consisted of nothing but the tendencies which man had inherited from those ancestors.

Canon W. E. Barnes, Bishop-Designate of Birmingham, said the English Church was rapidly coming, as a whole, to accept the doctrine of evolution.

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VANITY-BAGS.

SIGN OF UNCHANGING WOMAN.

John Blunt writing in the *Daily Mail* says:—

We hear much about the emancipation of women and of the great changes their outlook has undergone; indeed, we hear so much that sometimes one begins to feel rather nervous and to imagine that women are changing out of all recognition and are no longer as harmlessly frivolous as even their mothers were.

And, therefore, I must confess that I read with feelings of relief the announcement that a vanity-bag containing the remains of a metal mirror, a stick of lip rouge, and a pencil for darkening the eyebrows has been found in a tomb near Olcese, which is believed to be about 2,500 years old.

Yes, this announcement gladdened my heart, for I have noticed that young women of to-day, who express views of an emancipated description and laugh at the Victorian girl as hopelessly old-fashioned, nevertheless have a habit of carrying (and using) vanity-bags which appear to contain precisely what the vanity-bags of 2,500 years ago contained.

DESIRE TO LOOK NICE.

Consequently I consider that all is well and that women remain much the same as they always were. The fashion of thought, alters, the outlook broadens—at least we are told so—but the desire to look nice is constant. I have never, I admit, been able to determine whether the articles carried in vanity-bags really enhance women's looks, but I am quite sure that that is the idea.

And those maidens of far-off times, whose bodies are long since dust, had precisely the same instincts as the girls of to-day have. It cheers me tremendously and it fortifies me in my belief—it has needed fortifying occasionally—that human nature changes fundamentally hardly at all.

It is a common custom among young people to deride all that is old and to regard their own generation as the repository of truth and enlightenment. But surely life itself is the oldest of old things and the fight for existence the primary need of mankind.

The vanity-bag is a symbol of woman's wish to attract, and that wish has apparently undergone little alteration. I have, it is true, heard women declare that it is nothing of the sort and that they only put rouge on their faces to please themselves, but this seems to me an explanation which only tells half the truth.

I don't propose to dogmatise about such a recalcitrant matter, but I would suggest in all humility that when they have pleased themselves they realise instinctively, perhaps, that they are most likely to please other people.

PLEASED WOMEN.

It is a very proper and natural desire, and I can never understand why women should sometimes be so indignant at the suggestion. I know that I always want to please women, and, though I frequently fail, it is not through want of trying. Perhaps, indeed, men try too obviously and it is part of women's defensive armour to assume an indifference they are far from feeling.

And it works very well up to a point, though there does come a point when one begins to wonder whether the game is worth the candle. However, that is rather a different question.

I must not end up on a pessimistic note when I have just had the delightful pleasure of reading about that ancient vanity-bag and of having had, in consequence, my fears allayed. That would never do. No, everything is serene: women are still feminine. I don't mind any more what views they profess so long as I see them carrying vanity-bags. These, in future, shall be my hope.

WHERE DO PINS GO?

BILLIONS VANISH EVERY YEAR.

See a pin, pick it up, and all the day you'll have good luck! If you are superstitious, perhaps, you follow this ancient admonition religiously and pick up the pins you see on the floor. But if idle superstitions do not worry you, the pins you see are left to rust and join the millions of pins, hairpins, nails, pens and razorblades which disappear from use each year.

A fortune awaits the man who, in the name of Industrial Conservation, discovers a means of reclaiming the thousands of pounds worth of small metal articles which are thrown away each year. Fortunes have been made by enterprising men who have reclaimed from the junk-heap and resold large pieces of scrap-iron and other metal.

Pens, nails, pins, hairpins, and similar articles, however, produced by the billions annually, are rarely reclaimed after they have once been used.

Nails achieve prominence and fame. You will recall that in war days in Germany, loyal followers of the Kaiser donated their money to the German armies, and a great statue of Hindenburg was provided into which every individual who contributed to the cause was privileged to drive a nail. A similar idea was carried out by natives in Loango in the Congo. Into this figure a nail was driven whenever a crime was committed in this tribe, the witch doctor meeting incantations for the death of the offender.

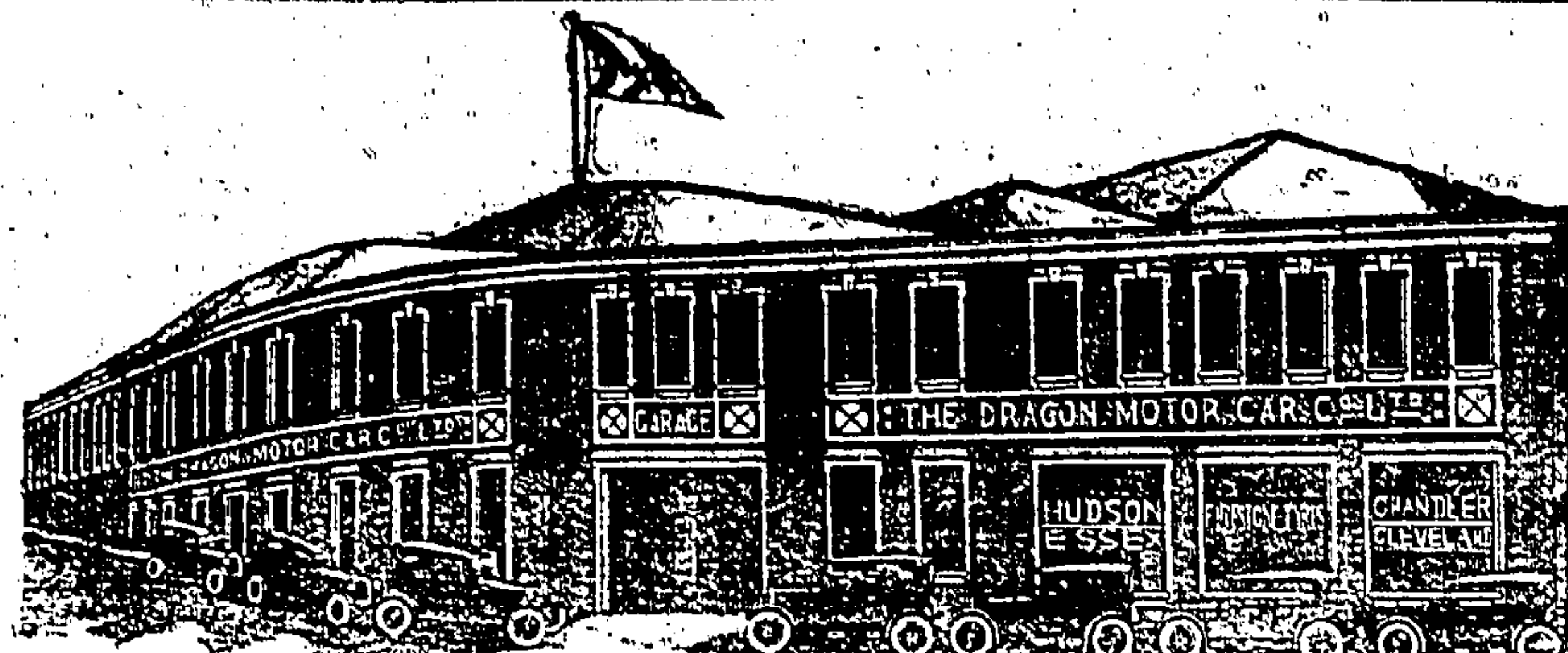
Pins are small things—we notice them perhaps only when we prick our finger with one, or when in a hurry to dress, we are forced to search for the half-dozen pins hidden in our shirt by the laundry.

But in the clothing and laundry industries, the lowly pin, like an actor on a stage, plays its part and then disappears and is not seen again. Where it goes the audience does not know and does not



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WEATHER REPORT

September 26th at 17.42—Pressure has decreased moderately at Chefoo and Yap, and slightly elsewhere. The anticyclone appears to be central over the Yellow Sea, and a depression or typhoon appears to be developing between the Vissayas and Yap.

Hongkong rainfall for the 24 hours ending at 18 hours, Sept. 26th, 0.04 inch. Total since January 1st, 57.50 inches, against an average of 74.65 inches.

The forecast for the 24 hours ending at 18 hours, Sept. 27th is as follows:—

DISTRICT FORECAST

Formosa Channel N.E. winds, fresh.

Hongkong to Gap Rock E. winds, moderate; fair.

South coast of China between Hongkong and Lamock do.

South coast of China between Hongkong and Hainan do.

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Sir,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC." which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,
GODFREY THOMAS,
(Private Secretary.)

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All damaged Packages will be examined on Saturday, the 27th instant, at 10 a.m.

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R. RODENFUSER,
Agent.
Hongkong, 21st September, 1924. [1279]

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CRICKET CAPTAINCY.

BRILLIANT INSPIRATIONS.

QUESTION OF THE CLOSURE.

[By J. W. HEARNE.]

Many a captain has wished that he could put his opponents in to bat when the light was on the wane and the pitch beginning to show signs of wear. Whether he can declare or not must depend on the condition of the game, possibilities of a change in the weather, and the strength of the opposition.

But decisions do arise when a declaration is hardly necessary, and yet a captain may be anxious to get his opponents in. There was such a case in the Gloucestershire-Worcestershire match, Gloucester were desperately anxious to have Worcester in at the end of the second day, in the hope that in the fading light on a tricky pitch one or two of their opponents' best wickets might be cheaply obtained.

According to the newspaper reports Preece was intentionally bowling well off the wickets, so that his side stood a chance of escaping batting until the following morning. Parker, Gloucester's last man in, was alive to it, and hit his wicket down, so that Worcester, after all, had to bat for twenty minutes under unfavourable conditions, and they lost three wickets during that time for only ten runs.

Two or three seasons ago Hampshire beat Yorkshire at Bradford as the result of a daring bit of captaincy shown by the Hon. Lionel Tennyson. It seemed certain that the game would be drawn, but Mr. Tennyson decided to revise the order of going in.

Putting himself in first to set an example in the matter of forcing runs, he gave the Southern country a great start and the required runs were obtained a few minutes ahead of time, leaving Hampshire winners of a great match by five wickets.

Every captain who uses his wits will find opportunities of displaying tactical skill. He must, however, thoroughly know his men and their capabilities, and they must play up to him for all they are worth.

An example of shrewd judgment in captaincy is recorded in the case of Mr. Jack Shuter, Surrey's great leader of some years ago. The Oval team went to Leeds to meet Yorkshire when the latter had won five games off the reel. At the end of the first innings Surrey led by 151 runs to 57. On batting a second time Surrey had only made 81 when Shuter decided to declare leaving Yorkshire over two hours in which to make 145.

That was a very risky declaration, but the Surrey captain fully appreciated what George Lohmann was capable of doing with the ball. His confidence was justified, and five minutes from time Surrey won a dramatic victory by 17 runs.

HARRY TROTTS EXPERIMENT.

That bad bowling will often take wickets is agreed, but surely there can have been only one occasion when a captain in an England-Australia Test match put himself on to bowl first because he was only a poor bowler.

It was in the Test match at Manchester, in 1898, and Harry Trott was the captain concerned.

He went to Ernest Jones, the big Australian, who took so many wickets that season and told him to bowl at one end and he would take the other, adding that, "With a good bowler at one end and myself at the other, I might be able to diddle two or three of them out."

That daring decision was the secret of a splendid three-wicket victory. W. G. Grace was stumped for 2, and A. E. Stoddart was got rid of at 15. What might have happened if this pair had been allowed to get set in matters for conjecture only seeing that England only lost three wickets, and Ranji contributed a memorable not out innings of 145.

I have mentioned these various incidents, taken quite at random, to show that captaincy will help materially in the winning of cricket matches. The leader of a side will not regard it as part of his duty to see how many runs his side can get; his job is to know when he has collected enough to avert defeat, and then to set about the task of getting the other men out as cheaply as possible.

Happy indeed is the captain who has a good supply of bowlers in his team. But whether he has few or many he should aim at having men of dissimilar types bowling at the same time if possible. Two men sending down the same sort of stuff are helping the batsman. At home to one at one end, he is equally comfortable at the other.

A fast man and a slow in combination, or a right and left handed bowler working together, will provide plenty of trouble for batsmen, even if the bowlers are not absolutely at the top of their class. They compel them to be careful.

A captain should never tire his bowlers by keeping them on too long at a time. Of course, if they are getting wickets fairly regularly it would be folly to move them too often, but a bowler is not a mechanical apparatus capable of going on for hours without tiring.

Nurse the bowler you intend to put on next; see that he gets a quiet position in the field for a time, so that when he takes the ball in hand he starts fresh.

CAPTAIN'S PLACE.

Seek when making a change to make it as wide a change as possible. A fast bowler should not be succeeded by a fast bowler unless absolutely necessary. The batsmen are more likely to be worried by a slow delivery.

With each change of bowling, some modification must be made in the disposition of the field, and it is well in this matter to consider the requirements of your new bowler. As a rule, the latter will know at once exactly what modifications are desirable.

(Continued on next column.)

MONTE CRISTO

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CORONET

WHY OPERATE FOR PILES?

PAIN, SWELLING & INFLAMMATION QUICKLY VANISHED BY ZAM-BUK.

Those rescued from the sweating agony of Piles by Zam-Buk are best able to describe the marvellous soothing and healing of this great herbal balm. Besides its instant allaying of the burning itching irritation, Zam-Buk relieves congestion and checks the bleeding. All swelling, soreness and inflammation vanish and the piles themselves, gradually disappear where Zam-Buk is persisted with.

Mr. W. A. Cox, of Iwerth, Suffolk, England, writes: "During the thirteen years I was in the British Navy I suffered terrible torture through piles. They were at their worst the three years I was on the China and India stations and the surgeon had to operate. The result wasn't a success, and when discharged from the Navy, I was still suffering from the old complaint. Then I heard about the great healing power of Zam-Buk and sent for a box."

"I derived such instant relief from Zam-Buk that I needed no persuasion to continue the treatment. Gradually the inflammation and shooting pains became less troublesome and the burning irritation passed away altogether. Now, thanks to Zam-Buk, the piles have been completely banished."

Zam-Buk is of the highest standard of purity both in a medicinal and religious sense. It is a precious balm prepared from rare herbal extracts of marvellous curative virtue in all such skin diseases as ringworm, eczema, prickly heat, Diabetic's itch, bad legs, ulcers, boils, abscesses and swellings, foot troubles, cuts, bruises, burns, scalds, insect bites, and other injuries.

Obtainable in hand-painted boxes of medicine dealers in Hongkong, Shanghai, China, and The Straits. Direct from Agents—Messrs. Wakefield & Co. (China), Ltd., Szechuen Road, Shanghai.

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

No. 1 for Rheumatism, Gout, Sciatica, Neuralgia, etc. No. 2 for Chronic Wounds, Ulcers, etc. No. 3 for Chronic Wounds, Ulcers, etc.

The captain should always field close in, so that nothing that happens at the wicket can possibly miss his scrutinising glance. Many things are likely to escape his observation if he is spending the afternoon counting the daisies in the long field.

To sum up, captaincy is a post of honour, demanding unremitting attention, and the expenditure of an immense amount of enthusiasm. As the captain is so well the side tend to be, if he is slack, slackness will almost surely pervade the whole team.

Alternatively, if the captain is keen both on and off the field, he will find colleagues ready to play up to him and conspire to make his work as pleasant as possible.

Above all, the captain must see that his mental abilities are utilised to the best purpose.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.		
MANILA ...	"LEESANG" ...	Saturday, 27th Sept., Noon.
TIENSIN ...	"CHEONGSHING" ...	Saturday, 27th Sept., Noon.
BANGKOK via SWATOW ...	"CHAKSANG" ...	Monday, 29th Sept., 5 p.m.
STRAITS & CALCUTTA ...	"FOOKSANG" ...	Tuesday, 30th Sept., 3 p.m.
SHANGHAI via SWATOW & SHANGHAI ...	"TUNGSHING" ...	Wednesday, 1st Oct., 10 a.m.
SANDAKAN ...	"HINSANG" ...	Wednesday, 1st Oct., 1 p.m.
SHANGHAI via SWATOW ...	"FOOSHING" ...	Friday, 3rd Oct., 10 a.m.
MANILA via AMOY ...	"SUISANG" ...	Saturday, 4th Oct., 3 p.m.
HAIPHONG via HOIHOW ...	"MINGSANG" ...	Sunday, 5th Oct., 8 a.m.
SHANGHAI via SWATOW ...	"KWONGSANG" ...	Sunday, 5th Oct., 10 a.m.
KOBE via MOJI ...	"LAISANG" ...	Wednesday, 8th Oct., Noon.
TIENSIN ...	"CHIPSING" ...	Saturday, 11th Oct., Noon.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon. Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG" and s.s. "MAUSANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chetoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "FOOKSANG" will be despatched on or about
Tuesday, 30th Sept., 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.

Telephone No. Central 918.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.		HOMEWARDS.	
Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
"GLENSANDA" ...	30th Sept.	"GLENIFFER" ...	27th Sept.
"GLENSHANE" ...	7th Oct.	"GLENOGLE" ...	24th Oct.
"GLENGARRY" ...	18th Oct.	"GLENGARRY" ...	13th Nov.
"GLENNAPP" ...	30th Oct.		

Movements are subject to change without notice.

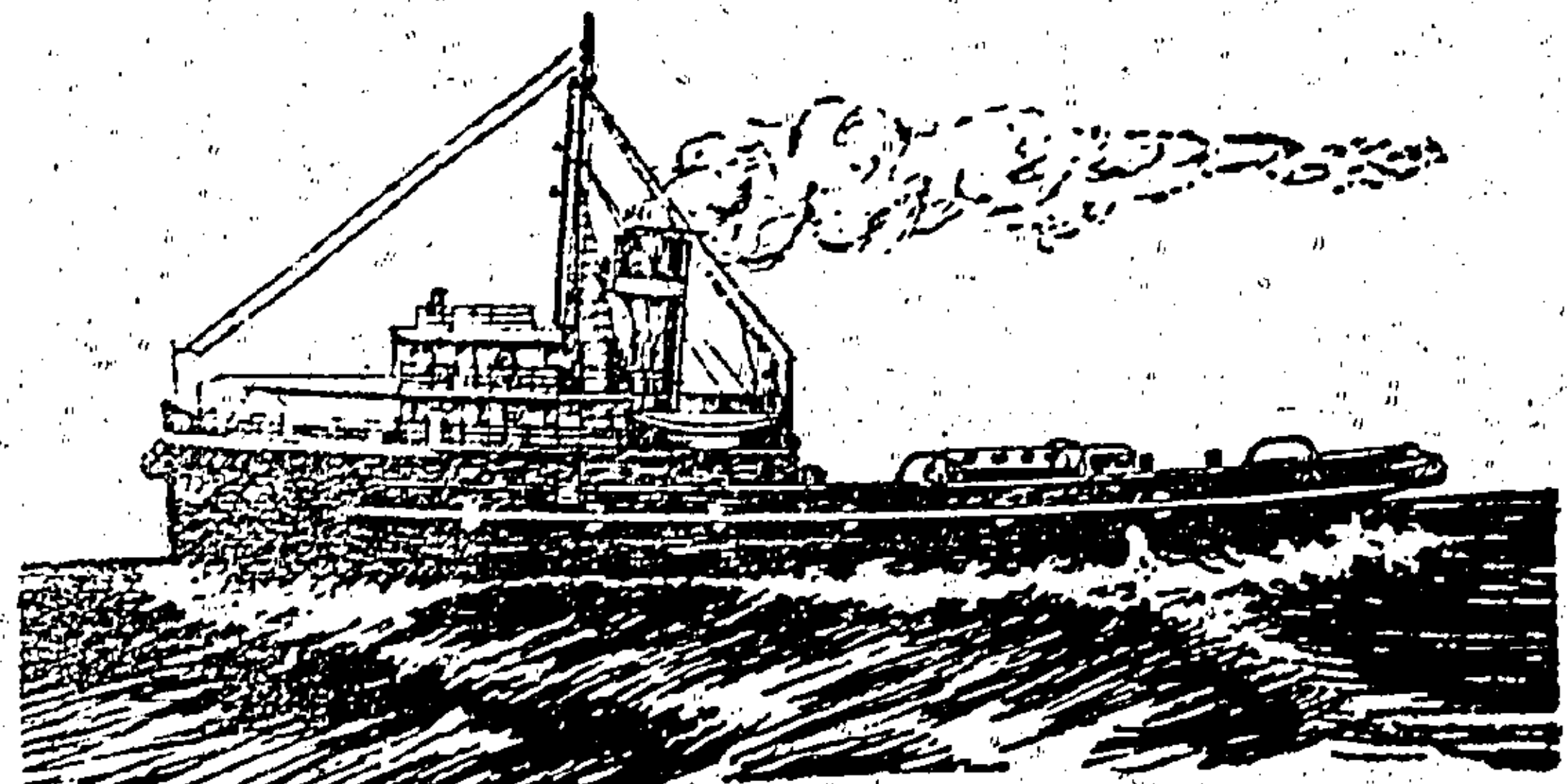
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JARDINE, MATHESON & CO., LTD.,
THE GLEN LINE, LTD., AGENTS.

Telephones: Central No. 215 sub-ex. 23, and Central 8596.

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TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition
Western Union and Watkins.Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians.

Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 165' B.P. Breadth 34' (m) Depth 17' (m) L.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, sea sight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager

B. M. DYER, B.Sc., M.A.N.A. Nowlton Dock, Hongkong.

SHIPPING NEWS

ARRIVALS.

September 25th.

Esbeck, American str., 4,730 tons, Capt. W. Logan, from Hilo, with a general cargo, lying at Kowloon wharf—Admiral Oriental Line.

Alakau Maru, Japanese str., 2,884 tons, Capt. M. Tanaka, from Taitai Bay and Hoihow, with a general cargo, lying at buoy No. 224—Y.K.K.

Surabaya Maru, Japanese str., 2,728 tons, Capt. H. Morita, from Sourabaya and Sandakan, with a general cargo, lying at buoy No. 224—O.S.K.

Victoria, British str., 1,730 tons, Capt. E. T. Fisher, from Melbourne and Manila, with a general cargo, lying at buoy No. 224—J. M. & Co.

September 26th.

Calcutta, British str., 5,513 tons, Capt. D. Mansfield, from Liverpool and Singapore, the latter port she left on September 21st, with a general cargo, lying at Hoihow wharf—H. & S.

Changshing, British str., from Canton, lying at buoy No. 224.

Changshing, Chinese str., 2,240 tons, Capt. Leung Shui Kong, from Kwang Chow Wan, with a general cargo, lying at Suihow wharf—Hong On S.S. Co.

Glebank, British str., 3,330 tons, Capt. D. S. Evans, from New York and Manila, with a general cargo, lying at Standard Oil wharf—Bank Line.

Hamburg Maru, Japanese str., 3,158 tons, Capt. G. Matsuzaki, from Karatsu, with a general cargo, lying at Kowloon wharf—O.S.K.

Liangchow, British str., lying at buoy No. 224.

Starfiken, Norwegian str., 2,957 tons, Capt. L. Lide, from Shanghai, with a general cargo, lying at buoy No. 224—Doddwell & Co.

Tacoma, British str., 1,237 tons, Capt. K. Ashwin, from Calcutta, lying at Lanchester Standard Oil Co.

Winghung, British str., 3,572 tons, Capt. R. Allen Young, from Hongkong, with a cargo of coal, lying at buoy No. 224—Williamson & Co.

CLEARANCES.

September 26th.

Esbeck, for Canton.

Alakau Maru, for Moji.

Esbeck, for Manila.

Glebank, for Swatow.

Changshing, for Swatow.

Hamburg Maru, for Singapore.

Harmon Maru, for Hongkong.

Kaga Maru, for Shanghai.

Kamukong, for Kwang Chow Wan.

Loke Fielding, for Shanghai.

Loe Sang, for Manila.

Loe Fui de Paul Danner, for Haiphong.

Liangchow, for Shanghai.

Pearl Shell, for San Francisco.

Ryukyu Maru, for Dairen.

Sunbi, for Kwang Chow Wan.

Surabaya Maru, for Takao.

Tacoma, for San Francisco.

Taihou, for Balikpapan.

Taihou, for Swatow.

Tientsin, for Shanghai.

Tientsin, for Keelung.

PASSENGERS.

ARRIVALS.

Per *N.Y.K.* *Alakau Maru*, on Sept. 25th—Mr. L. Aiken, Mr. W. E. Dickinson, Mr. and Mrs. D. H. Hazell, Mr. C. H. Healy, Mr. W. H. McBride, Mr. H. F. Gray.

DEPARTURES.

Per *N.Y.K.* *Alakau Maru*, on Sept. 25th—Mr. L. M. Robertson, Mr. N. Nakamatsu, Mr. Y. Gonda, Fr. Smet, Mr. T. Abo, Mr. S. Ozaki, Mr. Y. Matsuda, Mr. M. Murakami, Mrs. S. Uchida and child, Mr. and Mrs. T. Silva, Master Silva, Mr. and Mrs. T. Miyoshi and child, Mr. K. Matsumoto, Mr. S. Katakura, Mr. and Mrs. P. P. Chient, Mr. Fong King Ming, Mr. S. Murakami, Mr. N. Kusakawa, Mr. S. Murakami, Mr. Y. Hattori, Mr. F. Kong Guan, Mr. F. J. Lammert, Mr. Marican, Mr. H. Mori, Mr. P. L. Han, Mr. K. Shimoda, Mr. C. H. Tschanner, Mr. M. S. Uchida, Mr. H. H. Hsiao, Mr. E. Abo, Mrs. Wong Sam, Mrs. Li Moy, Mrs. N. Kawabata and two children, Mrs. M. Gumbly, Mrs. H. V. Whelan, Mrs. Chau Pick, Master Wong Ki Miao H. Shimoda, Mr. H. Fijiri, Mr. T. Makibuchi, Mr. S. Matsuura, Mr. W. P. Parker, Mr. K. Elumful, Mr. L. White, Mr. A. Antiz, Mr. P. Silva, Mr. M. Said, Mr. F. Tillander, Mr. Lovell, Mr. A. Elliasen, Mr. D. Katsuhira, Mr. H. Fischer, Mr. R. Olsson, Mr. M. Yasuda, Mr. E. W. Eniksson, Mr. J. Johansson, Mr. K. Anderson, Mr. B. Mihal, Mr. Rossen, Mr. S. Asplund, Mr. A. Emilsson.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Australia* leave Kobe on September 27th at 6 a.m., and is due at Shanghai on Monday, Sept. 30th at noon.

SHIPPING NOTES.

The milk shipped per s.s. *President Grant*, which sailed from here at 10 a.m. on August 21st, arrived at New York at 12.30 a.m., September 23rd, having been 23 calendar days in transit.

VESSELS EXPECTED.

Zija (Blue Funnel), due October 9th.

Arcturion (E. & A.), due tomorrow.

Desford (Bo. Co.), due September 30th.

Edna (Admiral Oriental), due to-day.

Empress of Australia, due October 2nd.

Imogen (Blue Funnel), due October 18th.

Meator (Blue Funnel), due October 18th.

Canfor (Blue Funnel), due November 1st.

Orestes (Blue Funnel), due October 28th.

President Hayes (Dollar), due October 13th.

President Jefferson (Admiral Oriental), due October 8th.

President Pierce (P.M.), due to-day.

President Van Buren (Dollar), due Sept. 29th.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
Buenos Aires via Singapore, &c.	Awa Maru	Jap.	Nippon Yusen Kaisha	On 7th Nov.
New York & Boston	Southwestern Miller	Brit.	Princo Line	On 1st Oct.
Boston & New York via Suez	Tanquer	Brit.	The Bank Line, Limited	On 1st Oct.
San Francisco via Suez & Jap. Ports & Hilo	West Prospect	Am.	Pacific Mail S.S. Co.	On 8th Oct. 4 p.m.
San Francisco, &c.	Empress Australia	Brit.	Struthers & Barry	On 28th inst.
Victoria & Vancouver, B.C. via Shanghai, &c.	Kaga Maru	Jap.	Canadian Pacific O.S. Ltd.	On 10th Oct.
Victoria, Seattle & Vancouver via J. Ports	Nippon Yusen Kaisha	Jap.	Nippon Yusen Kaisha	On 27th inst. 11 a.m.
Victoria, Seattle, Tacoma, Vancouver, &c.	Philippines	Brit.	Osaka Shosen Kaisha	On 22nd Oct.
Seattle & Victoria via Seattle & Yokohama	Admiral Oriental Line	Am.	Admiral Oriental Line	On 14th Oct.
Manila, Cebu, Hongkong, London, Hull & Antwerp	P. & O. B. I. & A. L.	Brit.	P. & O. B. I. & A. L.	On 4th Oct. Noon.
Manila, &c.	Amboise	Brit.	Amboise	On 12th Oct.
Manila, &c.	Chastell	Brit.	Chastell	On 20th Oct.
Manila, London, Antwerp via Singapore, &c.	Message Maritimes	Brit.	Message Maritimes	On 29th inst.
Manila, London, Antwerp, Hamburg & Hull	Nippon Yusen Kaisha	Jap.	Nippon Yusen Kaisha	On 5th Oct. 11 a.m.
Manila, Havre, Liverpool & Glasgow	Brit. India Line, Ltd.	Brit.	Brit. India Line, Ltd.	On 1st Oct.
Gwen, Antwerp, Rotterdam, Hamburg, Bremen, &c.	Butterfield & Swire	Brit.	Butterfield & Swire	On 15th Oct.
Manila, London, Rotterdam & Hamburg	Butterfield & Swire	Brit.	Butterfield & Swire	On 8th Oct.
London, Hamburg, Rotterdam & Antwerp, &c.	Usaka Shosen Kaisha	Jap.	Usaka Shosen Kaisha	On 5th Oct.
London, Rotterdam & Hamburg	Jardine, Matheson & Co., Ltd.	Brit.	Jardine, Matheson & Co., Ltd.	On 27th inst.
Amsterdam, Rotterdam, Hamburg & Bremen	Java-China-Japan-Lin	Dut.	Java-China-Japan-Lin	On 13th Oct.
Amoy, Rotterdam & Hamburg	Neuter Brockmann & Co.	Dut.	Neuter Brockmann & Co.	About 18th Oct.
Bombay via Singapore & Colombo	Nippon Yusen Kaisha	Jap.	Nippon Yusen Kaisha	On 29th inst.
Strait & Calcutta	P. & O. B. I. & A. L.	Brit.	P. & O. B. I. & A. L.	On 3rd Oct.
Singapore, Penang & Calcutta	P. & O. B. I. & A. L.	Brit.	P. & O. B. I. & A. L.	On 17th Oct.
Singapore, Penang, Colombo, Bombay, &c.	P. & O. B. I. & A. L.	Brit.	P. & O. B. I. & A. L.	On 1st Oct. Noon.
Singapore & Belawan-Deli	Java-China-Japan-Lin	Dut.	Java-China-Japan-Lin	On 9th Oct.
Brindisi, Venice & Trieste	Dodwell & Co., Ltd.	Ital.	Dodwell & Co., Ltd.	On 6th Oct.
Weihaiwei, Chefoo & Dairen	Butterfield & Swire	Brit.	Butterfield & Swire	On 4th Oct. 4 p.m.
Haiphong via Hongkong & Panama	Yamashita Kisen Kaisha	Jap.	Yamashita Kisen Kaisha	About 3rd Oct.
Keelung via Swatow & Amoy	Jardine, Matheson & Co., Ltd.	Brit.	Jardine, Matheson & Co., Ltd.	About 2nd Oct.
Sandakan	Nippon Yusen Kaisha	Jap.	Nippon Yusen Kaisha	On 15th Oct.
Australian Ports via Manila	P. & O. B. I. & A. L.	Brit.	P. & O. B. I. & A. L.	On 1st Oct.
Australian Ports	Butterfield & Swire	Brit.	Butterfield & Swire	On 27th Oct.
Singapore, Kobe & Yokohama	Nippon Yusen Kaisha	Jap.	Nippon Yusen Kaisha	On 7th Oct.
Singapore & Swatow & Shanghai	Jardine, Matheson & Co., Ltd.	Brit.	Jardine, Matheson & Co., Ltd.	On 1st Nov.
Shanghai, Kobe & Yokohama	P. & O. B. I. & A. L.	Brit.	P. & O. B. I. & A. L.	On 10th Oct.
Shanghai, Kobe & Yokohama	P. & O. B. I. & A. L.	Brit.	P. & O. B. I. & A. L.	On 1st Nov.
Shanghai, Kobe & Yokohama	P. & O. B. I. & A. L.	Brit.	P. & O. B. I. & A. L.	On 4th Oct.
Shanghai, Kobe & Yokohama	Java-China-Japan-Lin	Dut.	Java-China-Japan-Lin	About 30th inst.
Shanghai, Kobe & Yokohama	P. & O. B. I. & A. L.	Brit.	P. & O. B. I. & A. L.	On 27th inst.
Shanghai, Kobe & Yokohama	P. & O. B. I. & A. L.	Brit.	P. & O. B. I. & A. L.	On 1st Oct.
Shanghai, Kobe & Yokohama	Butterfield & Swire	Brit.	Butterfield & Swire	On 15th Oct.
Shanghai, Kobe & Yokohama	Butterfield & Swire	Brit.	Butterfield & Swire	On 27th inst.
Shanghai, Kobe & Yokohama	Douglas LaPraik & Co.	Brit.	Douglas LaPraik & Co.	On 30th inst. 5 p.m.
Shanghai, Kobe & Yokohama	Canadian Pacific O.S. Ltd.	Am.	Canadian Pacific O.S. Ltd.	On 15th Oct.
Shanghai, Kobe & Yokohama	Jardine, Matheson & Co., Ltd.	Brit.	Jardine, Matheson & Co., Ltd.	On 27th inst. Noon.
Shanghai, Kobe & Yokohama	Admiral Oriental Line	Am.	Admiral Oriental Line	On 9th Oct.
Shanghai, Kobe & Yokohama	Butterfield & Swire	Brit.	Butterfield & Swire	On 30th Oct.
Shanghai, Kobe & Yokohama	Struthers & Barry	Brit.	Struthers & Barry	On 15th Oct.

CHURCH SERVICES.

Union Church, Kennedy Road.—Sunday Services, September 28th:—Morning Service at 11 o'clock:—Hymns: 109, 158, 723, 142, 568. Subject: Man's Place in the Universe. Preacher: Rev. J. Kirk Macdonald. Men's Meeting in Lecture Hall at 4 p.m. Evening Service at 6 o'clock:—Hymns: 697, 274, 480, 535, 577. Preacher: Rev. J. Horace Johnston, B.A. [189]

St. John's Cathedral.—15th Sunday after Trinity, September 28th, 1924:—Holy Communion—8 a.m. Matins—11 a.m. Healing Service—12 noon. Evensong—6 p.m.

First Church.—Sunday, September 28th:—Holy Communion—8.15 a.m. Evensong—6.30 p.m. Preacher: Rev. N. J. Northcott, M.A. [151]

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station.—Sunday, 11.15 a.m. Wednesday, 5.30 p.m. Reading Room open Tuesday and Friday morning—10 to 12. [193]

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 26th.			
	Previous Day	On Date	On Date
	at 2 p.m.	at 1 p.m.	at 2 p.m.
Barometer	29.90	29.90	29.86
Temperature	72	71	73
Humidity	71	82	68
Wind Direction	E	ESE	ESE
" Force	4	4	4
Weather	c	0	c
Bain	0.36	0.00	0.04
Highest open-air Temperature on 25th			89
Lowest open-air Temperature on 26th			79

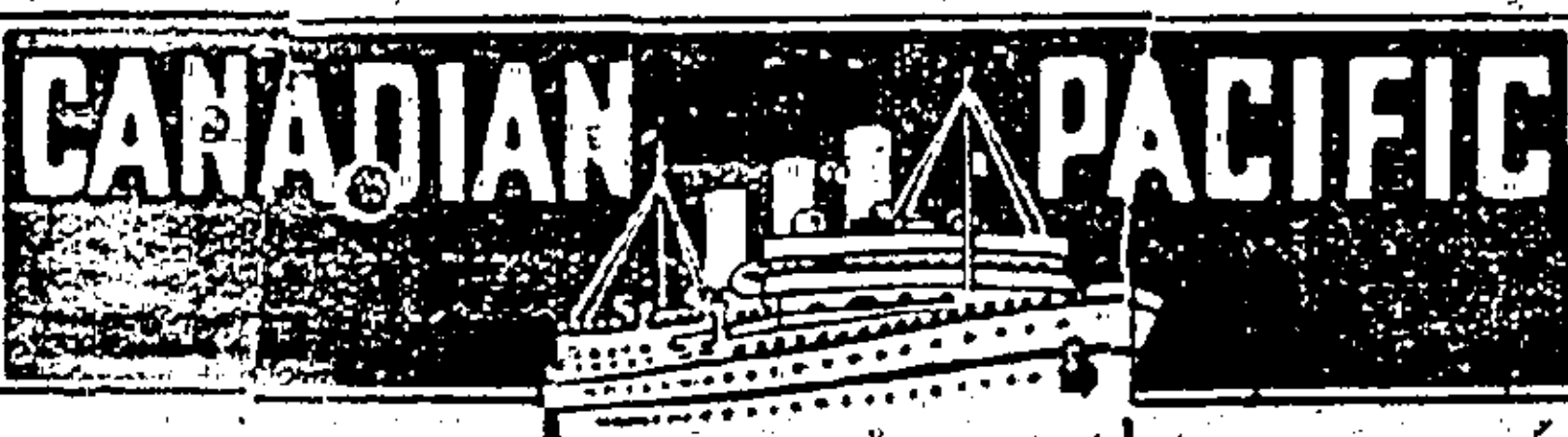
HONGKONG TIDE TABLE.

From Sept. 27th to Oct. 3rd, 1924.

Day of Week	Days of Month	High Water		Low Water	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Satur.	27	7.55	7.3	1.38	3.6
Sun.	28	8.45	6.1	2.30	3.0
Mon.	29	9.19	7.5	2.20	3.1
Tues.	30	9.22	6.4	3.10	2.8
Wed.	1	9.43	7.6	3.42	2.6
Thur.	2	10.15	6.9	4.15	2.3
Fri.	3	10.53	6.5	4.29	3.0
		10.49	7.1	4.47	3.0
		11.45	6.5	5.21	2.0
		11.25	7.3	5.18	2.4
		0.44	5.8	6.20	3.1
				5.51	3.8

COLLISION IN SINGAPORE QUARTER ANCHORAGE.

Last week while the Rotterdam Lloyd steamer *Slamat* was coming into Singapore harbour, she collided with the steamer *Kennyuan*, owned by Butterfield and Swire of Hongkong. According to a report made by the Master of the *Kennyuan*, Capt. J. D. Milne, his vessel was lying at anchor at 7.15 a.m. when the *Slamat* collided with his vessel, causing considerable damage to the upper structure at the break of the poop. The *Slamat* was apparently undamaged for she was cleared for Europe in the afternoon.



HOME VIA CANADA

Hongkong to England
via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.
From Hongkong to Vancouver: Empress Australia Oct. 10 Oct. 29 Empress France Nov. 5 Nov. 12 Empress Asia Oct. 23 Nov. 19 Empress Scotland Nov. 19 Nov. 26

Pacific Sailing schedule for Next Spring on application.
Other Atlantic sailings every 14 days to Liverpool, Southampton, Glasgow, Belfast, Antwerp, Cherbourg and Hamburg.
Allotment of Cabins on Atlantic steamers held here and through tickets issued.
Early reservation necessary.

Three Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments and Drawing Rooms.
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

HONGKONG-MANILA SERVICE.			
From Hongkong	Due Manila	From Manila	Due Hongkong
Oct. 15	Oct. 17	EXPRESS ASIA	Oct. 18
Oct. 29	Oct. 31	EXPRESS CANADA	Nov. 1
Nov. 12	Nov. 14	EXPRESS RUSSIA	Nov. 15
Passenger Department: Tel. 752.		Cables: GACANPAC.	
Freight and Express: Tel. 42.		Cables: NAUTILUS.	

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. ON BATAVIA)

THE STEAMSHIP.

"VAN CLOON"

will be despatched to

SINGAPORE, PENANG and BELAWAN-DELI DIRECT

9th October, 1924.

1st Class Fare to Singapore—\$100.

This vessel offers excellent saloon accommodation

All lower berths. Doctor carried.

English cuisine. Wireless telegraph.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) service to all destinations in the Netherlands East Indies.

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PACIFIC MAIL STEAMSHIP COMPANY

MANAGING AGENTS—UNITED STATES SHIPPING BOARD
HONGKONG TO SAN FRANCISCO

SHANGHAI, KOBE, YOKOHAMA & HONOLULU

S.S. "PRESIDENT PIERCE" ... October 8th, at 4 p.m.
S.S. "PRESIDENT TAFT" ... October 22nd, at 4 p.m.
S.S. "PRESIDENT WILSON" ... November 5th, at 4 p.m.

Sailing and Fare subject to Change Without Notice.

LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT SAN FRANCISCO LOS ANGELES SALT LAKE CHICAGO NEW YORK

CONNECTING WITH ANY DIRECT TRANS-CONTINENTAL RAILWAY AND ATLANTIC STEAMERS.

VISIT YOSEMITE GRAND CANYON FEATHER RIVER YELLOW STONE PARK NIAGARA FALLS.

HONGKONG-MANILA

S.S. "PRESIDENT PIERCE" ... September 28th, at Noon.
S.S. "PRESIDENT TAFT" ... October 13th, at Noon.
S.S. "PRESIDENT WILSON" ... October 26th, at Noon.

For Full Information regarding Rates, Space, etc., Apply to:—

PACIFIC MAIL STEAMSHIP CO.

1st Floor, Queen's Building, Hongkong.

Cable Address: "BOLANO." Tel. Central 141. Canton Agents: HOLYOAK MASSEY & CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America \$44.5, \$42.0, \$44.0

KAGA MARU ... Saturday, 27th Sept. at 11 a.m.

SEATTLE, LONDON & ANTWERP via Singapore Ports.

KATON MARU ... Wednesday, 8th Oct. at 11 a.m.

ATSUMI MARU ... Wednesday, 22nd Oct.

HAMBURG via LONDON & ROTTERDAM.

MITO MARU ... Saturday, 27th Sept.

LIVERPOOL via MARSEILLES & VALENCIA.

DELAGO MARU ... Sunday, 29th Sept.

SYDNEY & MELBOURNE via Manila Ports.

YOSHINO MARU ... Wednesday, 15th Oct.

MISHIMA MARU ... Wednesday, 13th Nov.

NEW YORK & BOSTON via PANAMA.

LISBON MARU ... Friday, 3rd Oct.

BUENOS AIRES via Singapore, Durban & Cape Town.

AWA MARU ... Friday, 7th Nov.

BOMBAY via Singapore, Penang & Colombo.

TOKUSHIMA MARU ... Tuesday, 30th Sept.

TAMBA MARU ... Friday, 10th Oct.

CALCUTTA via Singapore, Penang & Rangoon.

PENANG MARU ... Sunday, 12th Oct.

JAVA & CALCUTTA via Batavia.

TASMANIA MARU ... Thursday, 2nd Oct.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Monday, 13th Oct.

SHANGHAI, KOBE & YOKOHAMA.

NAGATO MARU ... Saturday, 9th Oct.

HAKONE MARU ... Tuesday, 7th Oct.

WAKASA MARU ... Tuesday, 14th Oct.

ARI MARU ... Friday, 17th Oct.

For further information, apply to:—

ELLERMAN &

BUCKNALL

STEAMSHIP

COMPANY, LTD.

PROTECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

CITY OF PERIN 30th Sept. Marseilles, London, Hamburg & Hull.

PASSENGER SERVICE.

CITY OF LAHORE 26th Oct. Shanghai and Japan.
 CITY OF LAHORE 2nd Nov. Marseilles, London, etc.
 CITY OF KARACHI 29th Jan. Do.
 CITY OF KARACHI 1st March Do.

* "A" Class. * "B" Class.

(FARES TO LONDON.

Single 1st Class "A" £28. "B" £24. | Single 2nd Class "A" £12. "B" £10. | Cargo Steamer, Saloon Passage—£68.

For further particulars, apply to—

THE BANK LINE LTD.
(Tel. Central 780).

HOLYOAK, MASSEY & Co., LTD., CANTON.

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL, S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "TEUCER" via Suez Canal 1st Oct.
 S.S. "BURYLOCHUS" via Suez Canal 11th Oct.
 S.S. "CITY OF RANGOON" via Suez Canal 21st Oct.
 S.S. "KOSMO" via Suez Canal 31st Oct.

* Boston and New York only.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.M. MESSAGERIES MARITIMES M.
SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailings for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
ANDRE LEBON	—	—	29th Sept.
AMBOISE	—	—	13th Oct.
CHANTILLY	28th Aug.	28th Sept.	28th Oct.
PORTHOS	11th Sept.	14th Oct.	9th Nov.
AMAZONE	26th Sept.	29th Oct.	23rd Nov.
ANGKOR	9th Oct.	11th Nov.	7th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
 A CLASS (1st Class) £ 95. 0s. 0d. | B CLASS (1st Class) £ 83. 0s. 0d.
 STEAMERS (2nd) £ 83. 0s. 0d. | STEAMERS (2nd) £ 60. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

* loading for HAVRE, ANTWERP

* "CAPITAINE FAURE" from DUNKIRK, LONDON & HAVRE is due to arrive about 3rd week of October.
 Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOCHOW
AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG Capt. W. O. Passmore | Tuesday, 30th Sept., at 6 p.m.
 HAIPHONG Capt. Elms Walker | Friday, 3rd Oct., at 3 p.m.
 HAIPHONG Capt. W. E. Turnhill | Tuesday, 7th Oct., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "SOUTHWESTERN MILLER" 1st October.
 S.S. "MOORISH PRINCE" 20th November.
 S.S. "CELTIC PRINCE" 1st December.

For Freight and Full Particulars, apply to—

FURNES (FAR EAST), LIMITED.

Telephone: Central 3165.

Telegrams: Furnes.

(Incorporated in Great Britain)

King's Building.

P. & O. British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
 EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SOUDAN"	8,686	1st Oct. Noon	Spore, Penang, Colombo & B'way
"KASHMIR"	8,963	4th Oct. Noon	Marseilles, Cass. Blanca, L'don, Hall and Antwerp.
"PESHAWUR"	7,834	14th Oct.	Mars. London & Antwerp.
"MOREA"	10,911	18th Oct.	Spore, Penang, Colombo & B'way.
"SICILIA"	8,913	23rd Oct.	Mars. London & Antwerp.
"KASHGAR"	8,940	1st Nov.	Spore, Penang, Colombo & B'way.
"MALWA"	10,941	15th Nov.	Mars. London & Antwerp.
"SARDINIA"	6,884	25th Nov.	Spore, Penang, Colombo & B'way.
"KARNATA"	9,098	25th Nov.	Mars. London & Antwerp.
"MAINTUA"	10,902	12th Dec.	do.
"SOUDAN"	8,686	24th Dec.	Spore, Penang, Colombo & B'way.
"KASHGAR"	8,940	27th Dec.	Marseilles, L'don, & Antwerp.
"MACEDONIA"	11,089	10th Jan.	Marseilles, London & Antwerp.
"SICILIA"	8,913	21st Jan.	Spore, Penang, Colombo & B'way.
"KALVAN"	9,118	24th Jan.	Mars. London & Antwerp.
"MOREA"	10,911	7th Feb.	do.
"KASHMIR"	8,940	21st Feb.	do.
"MALWA"	10,941	7th Mar.	do.
"KASHGAR"	8,940	21st Mar.	do.
"MAINTUA"	10,902	4th Apr.	do.
"KARNATA"	9,098	16th Apr.	do.
"MACEDONIA"	11,089	2nd May	do.

BRITISH INDIA-APCAR SAILINGS

"TAHREA"	8,500	3rd Oct.	Singapore, Penang & Calcutta
"TAKADA"	8,949	27th Oct.	do.
"TALMA"	10,000	11th Nov.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	9,000	1st Oct. Noon	Manila, Sandakan, Thursday
"ST. ALBANS"	9,500	15th Oct.	Island, Townsville, Brisbane, Sydney & Melbourne.
"KASHMIR"	8,940	16th Nov.	do.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
 The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"KASHGAR"	8,940	3rd Oct.	Shanghai, Moji & Kobe.
"ST. ALBANS"	9,500	4th Oct.	Moji & Kobe.
"SICILIA"	8,913	4th Oct.	Shanghai & Kobe.
"TAKADA"	8,949	4th Oct.	Shanghai & Kobe.
"MALWA"	10,941	18th Oct.	Shanghai, Moji & Kobe.
"TALMA"	10,000	23rd Oct.	Moji & Kobe.
"KASHGAR"	8,940	1st Nov.	Shanghai, Moji & Kobe.
"SARDINIA"	6,884	1st Nov.	Moji & Kobe.
"MALWA"	10,941	15th Nov.	Shanghai & Kobe.
"TAKADA"	8,949	15th Nov.	Moji & Kobe.
"MAINTUA"	10,902	12th Dec.	Shanghai, Moji & Kobe.
"KASHGAR"	8,940	27th Dec.	Shanghai & Kobe.
"MACEDONIA"	11,089	10th Jan.	Moji & Kobe.
"SICILIA"	8,913	21st Jan.	Shanghai, Moji & Kobe.
"KASHGAR"	8,940	3rd Jan.	Shanghai, Moji & Kobe.
"MALWA"	10,941	10th Jan.	do.
"KASHGAR"	8,940	24th Jan.	do.
"MALWA"	10,941	7th Feb.	do.
"KASHGAR"	8,940	21st Feb.	do.
"MAINTUA"	10,902	7th Mar.	Shanghai, Moji & Yokohama
"KARNATA"	9,098	21st Mar.	Shanghai, Moji & Kobe.
"MACEDONIA"	11,089	3rd Apr.	Shanghai, Moji & Kobe.

1925.

All dates are approximate and subject to alteration without notice.
 WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
 * Passengers for Rangoon must defray their own hotel expenses at Singapore while awaiting the on carrying steamer.
 All Cabins are fitted with Electric Fans free of charge.
 Parcels Measuring not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
 For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
 Agents.
 22, Des Voeux Road Central, HONGKONG

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
SHANGHAI & TSINGTAO	"LIANGCHOW"	On 27th Sept. 5 p.m.
SHANGHAI & NEWCHANG	"TIENTSIN"	On 27th Sept. 3 p.m.
SWATOW & SHANGHAI	"SINKIANG"	On 28th Sept. 2.30 p.m.
AMOY & SHANGHAI	"KANGSU"	On 28th Sept. 2.30 p.m.
SWATOW & SINGAPORE	"SUNNING"	On 30th Sept. 10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"TAMING"	On 30th Sept. 10 a.m.
SWATOW & BANGKOK	"KAYING"	On 30th Sept. 2.30 p.m.
HOIHOW & SINGAPORE	"CHINHUA"	On 2nd Oct. 10 a.m.
SWATOW & SHANGHAI	"SZECHOW"	On 2nd Oct. 2.30 p.m.
SHANGHAI & TSINGTAO	"LUCHOW"	On 4th Oct. Noon.
SWATOW & SINGAPORE	"YANNING"	On 4th Oct. 4 p.m.
WATIAI, CHEFOO & TIENTSIN	"S'JOCHOW"	On 5th Oct. 2.30 p.m.
SWATOW & SHANGHAI	"KINGYUAN"	On 7th Oct. Noon.
AMOY & SINGAPORE	"KWEIYANG"	On 7th Oct. 2.30 p.m.
SWATOW & BANGKOK	"KWEIYANG"	On 7th Oct. 2.30 p.m.

SHANGHAI LINE—Excellent Saloon & accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Fokow), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 38.

Agents.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong about	Sails for Manila, Sandakan, Thurs. Is. & Aus. Ports about
"TAIYUAN"	5th October	9th October
"CHANGSHA"	2nd November	6th November

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

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BUTTERFIELD & SWIRE.

Telephone No. Central 38.

Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

LLOYD, TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO
 GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
 DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "PERNA"	—	Sails about 30th September.
S.S. "DUCHESSA D'AOSTA"	—	Sails about 30th October.
S.S. "GERANIA"	—	Sails about 23rd November.
S.S. "POANDRA"	—	Sails about 30th November.
S.S. "NUMIDIA"	—	Sails about 23rd December.
S.S. "VENEZIA"	—	Sails about 30th December.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE

S.S. "FIUME"	—	Sails about 8th October.
S.S. "PERNA"	—	Sails about 6th November.
S.S. "DUCHESSA D'AOSTA"	—	Sails about 7th December.
S.S. "GERANIA"	—	Sails about 31st December.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" Sails about 30th September.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone Central 1030.

Agents.

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OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES
FROM HONGKONG BY DIRECT ROUTE.U.S.S. "WEST PROSPECT" Due Hongkong 25th Sept.
Leave Hongkong 28th Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO
 WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS.
 THROUGH BILLS OF LADING ISSUED TO U.S.
 AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, ZAMBOANGA AND CEBU.

U.S.S. "WEST CAJOOT" Due Hongkong 15th Oct.
Leave Hongkong 18th Oct.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information, Apply to

STRUTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN, CHINA, PHILIPPINES,
INDO-CHINA, STRAITS & JAVA.

1st Floor, Queen's Building,

Phone No. Central 3908.

G. P. BEADFORD,

Res. Agent.

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Yamashita Steamship & Mining Co., Ltd.Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG, CANTON & HAIPHONG.

Sailings from Hongkong

For CANTON

S.S. "CHUKWA MARU" on or about 30th Sept.

For HAIPHONG via Hoihow & Pakhoi

S.S. "CHUKWA MARU" on or about 3rd Oct.

For KEELUNG via Swatow & Amoy

S.S. "TAIKWA MARU" on or about 2nd Oct.

For further particulars please apply to—

Branch Office

No. 27, Bonham Street West.

Tel. Central No. 124.

S. MITARAI, Agent.

Top Floor King's Building.

Tel. Central No. 140 & 447.

